

Case Number : 202403081005

U.S. Army Mishap Report Case Print

Case Number 202403081005	Category Aviation - Manned - Flight	Classification Class A	Duty Status On Duty	Source Initial Notification	Total Cost \$27,566,051
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Date of Mishap 2024/03/08	Time 1545	Period of Day Day	Mission Type Routine	Primary Cause Factor (b) (5)	Report Status Final
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Mishap Location Rio Grande City, Texas, 78582	Country United States	Lat / Long North 26.15.37 / West 98.36.47
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Location Type
Flat

Provide a specific description of where the mishap took place
La Grulla, Texas. Farm Field LAT/LONG 26 15'39.9"N 098 36'44.2"W.

Unit: DET 2, COMPANY A 1ST BATTALION
224TH AVIATION REGIMENT (WP7QA2), LATHAM, New York, 121102225
Unit Branch: Aviation

UIC Responsible : WP7QA2

UIC9	UIC8	UIC7	UIC6	UIC5	UIC4	UIC3	UIC2	UIC1	Station
				WP7QA2	WP7QA0	WP7QAA	W3LXAA	WJMHFF	3646P
				224 AV BN 01 CO A DET 2	224 AV BN 01 CO A SECUR ITY &	224 AV BN 01 AVN SEC URITY AN	W3LX USAE JTF NORTH	USARNO RTH	Latham G1, NY (RTC) (3646P)

Provide a brief detailed description of the mishap including equipment involved and the extent of injuries and/or damage. (Note: Do not include personally identifiable information such as names or SSNs.) :
Catastrophic total loss of UH-72A aircraft with 3 fatalities and one critical injury.

Summary Narrative :
See analysis

Should I Report?

Potential Mishap: Injury or Occupational Illness
Most Severe Injury: Fatal

Personnel Types: Military, General Public

Mishap Location

Did the mishap occur on post? No
Is this an Army Recordable Mishap IAW 385-10? Yes

Installation/Nearest Installation: Corpus Christi (48186)

MGRS / USNG: 14RNQ3861904578

Did the mishap occur on an airfield? No

Was this a multi-aircraft mishap? No

Conflict

Did this mishap occur during a conflict or operational contingency? No

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Events
Event #1
Primary Event
Other - Any event not previously defined. (This will require a text entry.)
Primary Event Description
Loss of Tail Rotor Effectiveness

Material Listing				
Did ammunition or explosive materiel play a causal or contributing role or obtain damage as a result of the mishap? (b) (5)				
Materiel #1				
Aircraft Information				
Type Of Aircraft:	UH-72A,11-72214		Serial Number:	11-72214
Aircraft Ownership:	U.S. Government	Government Agency:	Army	Army Component: Army National Guard
Owning UIC:	WP7QA0			
Aircraft MTDS:	UH-72A			
Was this aircraft Government Owned Contractor Operated (GOCO)?	No			
Flight Plan/Rules:	VFR			
Mission				
Mission Type:	Routine			
Mission Risk Level:	Low	Was this Medevac or Medevac Support?	No	
Night Vision Devices				
Were night vision devices being used?	No			
Damage				
Extent of Aircraft Damage:	Non-Repairable/Destroyed			
Estimated or Actual Cost of Damage to Aircraft (Include man hour cost)(Round value to nearest US Dollar):	7166051			
Fire				
Was there a fire associated with this Aircraft?	No			
Fuel/Fluid				
Auxiliary Fuel Tank Information				
Were auxiliary fuel tanks installed on this aircraft?	No			
Fluid Spillage				
Was there a fluid spillage?	Yes			
Fluid Spillage #1				
Fluid Type:	JET A (D-1655)	Fluid Amount:	< 5	Spillage Source: Main Cell/Tank/Reservoir
Fluid Spillage #2				
Fluid Type:	H-5606	Fluid Amount:	< 5	Spillage Source: Line
Fluid Spillage #3				
Fluid Type:	L-23699	Fluid Amount:	< 5	Spillage Source: Auxiliary Cell/Tank/Reservoir
Flight Data				
At Takeoff				

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Aircraft Weight (lbs):		7368			
Did the aircraft exceed allowable gross weight?	No	Pounds of Fuel on Board (lbs):	1400		
Mishap Sequence Start					
Phase of Operation Mishap Sequence Started:		Turning			
Flight Duration (Hours):	2.0	Altitude MSL (Feet):	329	Altitude AGL (Feet):	195
Indicated Airspeed (Knots):	24	Aircraft Weight (lbs):	6468		
Did the aircraft exceed allowable gross weight?	No	Pounds of Fuel on Board (lbs):	500		
Mishap Occurred					
Phase of Operation Mishap Occurred:		Hover out of ground effect (OGE)			
Flight Duration (Hours):	2.0	Altitude MSL (Feet):	329	Altitude AGL (Feet):	195
Indicated Airspeed (Knots):	17	Aircraft Weight (lbs):	6468		
Did the aircraft exceed allowable gross weight?	No	Pounds of Fuel on Board (lbs):	500		
Temperature-degrees C°:	31	Altimeter Setting (HG):	29.76		
Pressure Altitude (+ or -):	387	Flight Meteorological Condition at time of mishap:	VMC		
Impact Information					
Was there damage to this aircraft resulting from impact with the ground, tree, water, or other obstacle?			Yes		
Air Speed at Impact (Knots):	1	Vertical Speed at Impact (Feet per Minute):	1350 9	Ground Speed at Impact (Knots):	1
Pitch Direction at Impact:	UP	Pitch Degree at Impact:	1	Roll Direction at Impact:	Right
Roll Degree at Impact:	1	Yaw Attitude at Impact:	Right	Yaw Degree at Impact:	1
Extent to which the aircraft occupiable space was compromised:		Nonsurvivable			
Component/Part Failure					
Did a Component/Part Failure for this Materiel/Equipment item cause or contribute to the mishap?			(b) (5)		
Other Damage Listing					
Was there other damage associated with this mishap?		No			
Hazardous Material					
Was there Hazardous Material (HAZMAT) present at mishap?		No			
Personnel Listing					
Personnel #1					
Personnel Information					

DoD CAC ID#:	(b) (6)	Name:	(b) (6)	DOB:	(b) (6)	Age:	(b) (6)	Gender:	(b) (6)
Role:	Directly/Physically Involved			Did this person suffer an injury or occupational illness?	Yes				
Employment Information									
Employment Status/ Personnel Classification:	National Guard - Activated								
Duty Status:	On Duty TDY			Flight Status:	Yes				
Pay Grade:	(b) (6)			Date Hired/Initial Enlisted Date:	(b) (6)				
MOS/Civilian Job Series:	15T - UH-60 Helicopter Repairer								
Personnel Assigned UIC:	WP7QA2			Duty/Deployed UIC:	W3LXAA				
Unit/Personnel Address:	(b) (6), Edinburg, Texas, 78539			Country:	United States				
Duty Location (includes deployed location):	Edinburg, Texas, 78539			Country:	United States				
Injury/Occupational Illness									
Injury/Occupational Illness Severity:	Permanent Total Disability								
Injury/Occupational Illness Cause:	Struck By/Against or Crushed								
Injury #1									
Injury/Illness Type:	(b) (6)			Body Part:	(b) (6)				
Injury #2									
Injury/Illness Type:	(b) (6)			Body Part:	(b) (6)				
Injury #3									
Injury/Illness Type:	(b) (6)			Body Part:	(b) (6)				
Treatment									
Was personnel treated in Emergency Room?	Yes			Days Hospitalized:	TBD				
Days In Quarters/Convalescence Leave:	TBD			Days Restricted Duty:	TBD				
Work Days Lost:	0			Injury Cost:	1200000				
Treatment Facility									
Medical Treatment Facility Type:	Civilian								
Drugs									
Did drug use by this individual cause or contribute to the mishap?	(b) (5)								
Alcohol									
Did Alcohol use by this individual cause or contribute to the mishap?	(b) (5)								
Night Vision Device									
Was a Night Vision Device (NVD) in use?	No								
Personnel Fatigue Factors									

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Time Work Began (24hr):	1140	Hours Slept in Last 24 hours:	8	Hours Slept in Last 48 hours:	16	Hours Slept in Last 72 hours:	24
Hours Awake Prior to Mishap:	8	Hours Flown in Last 24 hours:	0.0	Hours Flown in Last 48 hours:	0.0	Hours Flown in Last 72 hours:	0.0
Hours Worked in Last 24 hours:	12	Hours Worked in Last 48 hours:	24	Hours Worked in Last 72 hours:	36		
Number of continuous hours this individual was on duty before the mishap:					5		
Mistake/Task Errors							
Did the individual make a mistake/task error? (b) (5)							
Personal Protective Equipment							
Was Personal Protective Equipment (PPE) required/involved for this individual at the time of the mishap? Note: Includes use, misuse, lack of use, malfunction, or lack of availability.						Yes	
PPE #1							
PPE Item:		HGU-56					
Was this PPE item required?		Yes					
Was this PPE item required?		Yes		Was appropriate PPE Worn/Used?		Yes	
Was PPE Available?		Yes					
Did PPE function as designed?		Yes					
PPE #2							
PPE Item:		Flight Gloves					
Was this PPE item required?		Yes					
Was this PPE item required?		Yes		Was appropriate PPE Worn/Used?		Yes	
Was PPE Available?		Yes					
Did PPE function as designed?		Yes					
PPE #3							
PPE Item:		Flight Suit					
Was this PPE item required?		Yes					
Was this PPE item required?		Yes		Was appropriate PPE Worn/Used?		Yes	
Was PPE Available?		Yes					
Did PPE function as designed?		Yes					
Was Supplemental Oxygen in use?		No					
Location In/Near Aircraft							
Was this individual located inside of the aircraft?			No		Describe location of individual:		Just outside left cabin
ATM Task Information							
ATM task being performed at the onset of the emergency:			1026		Date the ATM task was last performed:		2024/03/02

ATM task performed in response to the emergency:		1026			
Aircrew Information					
Aviation Duty Position:	CE - Crew Chief, Aircraft Mechanic	Readiness Level:	RL1	Flight Activity Category:	FAC1
Primary Acft MTDS:	UH-60L	Alternate Acft MTDS:	UH-72A	Additional Acft MTDS:	UH-60M
Type Experience and Time Data Applicable					
Military Rotary Wing:	1060.0	Military Fixed Wing:	1.0		
Military Rotary Wing and Military Fixed Wing:	1061.0				
Civilian Rotary Wing:	1.0	Civilian Fixed Wing:	0.0		
Civilian Rotary Wing and Civilian Fixed Wing:	1.0				
Military Rotary Wing and Civilian Rotary Wing:	1061.0	Military Fixed Wing and Civilian Fixed Wing:	1.0		
Military Total and Civilian Total:	1062.0				
Combat:	90.4	Mishap Aircraft Hrs Design:	173.3	Mishap Aircraft Hrs Series:	173.3
Flight Condition Experience					
D:	719.3	N:	50.7	W:	2.0
NG:	288.8		Previous 90 Days:	84.0	Previous 60 Days:
Total Hours for MTDS (Lifetime) :	1060.8	Previous 30 Days:	28.9		51.9
This Month:	3.6				
Duty Experience for Non-Rated Crewmember					
CE:	817.9	OR:	0.0	AO:	0.0
MO:	0.0	FI:	138.5	SI:	104.4
Egress					
Were there any difficulties exiting the aircraft?	Yes	Which Exit was Used?	Opening in aircraft wreckage		
Egress complications encountered in this mishap are listed below					
Complication #1					
Applicable Complication Encountered During Exit:	Assistance Required				
Survival					
Survival complications encountered in this mishap are listed below					
Complication #1					
Survival Complications Encountered:	Personal Equipment/Clothing				
Rescue					
Location Method					
Select Means to Locate the Individual:	Visual-Unaided, Visual/Audible-Signal				
Complicating Factors					

Select Factors Complicating the Rescue:		Communications, Environmental	
Personnel #2			
Personnel Information			
DoD CAC ID#:	(b) (6)	Name:	FRANKOS KI, CASEY NICOLE
		DOB:	(b) (6)
		Age:	28
		Gender:	Female
Role:	Directly/Physically Involved	Did this person suffer an injury or occupational illness?	Yes
Employment Information			
Employment Status/ Personnel Classification:	National Guard - Activated		
Duty Status:	On Duty TDY	Flight Status:	Yes
Pay Grade:	Warrant Officer (W-02)	Date Hired/Initial Enlisted Date:	2019/11/27
MOS/Civilian Job Series:	153L - UH-72A Pilot (RC Only)		
Personnel Assigned UIC:	WP7QA2	Duty/Deployed UIC:	W3LXAA
Unit/Personnel Address:	(b) (6), Edinburg, Texas, 78539	Country:	United States
Duty Location (includes deployed location):	Edinburg, Texas, 78539	Country:	United States
Injury/Occupational Illness			
Injury/Occupational Illness Severity:	Fatal		
Injury/Occupational Illness Cause:	Struck By/Against or Crushed		
Injury #1			
Injury/Illness Type:	(b)(6)	Body Part:	(b)(6)
Injury #2			
Injury/Illness Type:	(b)(6)	Body Part:	(b)(6)
Injury #3			
Injury/Illness Type:	(b)(6)	Body Part:	(b)(6)
Death Details			
Date of Death:	2024/03/08	Cause of Death:	Traumatic Injuries
Was an autopsy performed?	Yes	Autopsy Report:	202403081005 - Medical Data (Autopsy Reports) - FRANKOSKI - Personnel
Treatment			
Was personnel treated in Emergency Room?	Yes	Days Hospitalized:	0
Days In Quarters/Convalescence Leave:	0	Days Restricted Duty:	0
Work Days Lost:	0	Injury Cost:	9600000
Treatment Facility			

Medical Treatment Facility Type:		Civilian					
Drugs							
Did drug use by this individual cause or contribute to the mishap?		(b) (5)					
Alcohol							
Did Alcohol use by this individual cause or contribute to the mishap?		(b) (5)					
Personnel Fatigue Factors							
Time Work Began (24hr):	1140	Hours Slept in Last 24 hours:	8	Hours Slept in Last 48 hours:	16	Hours Slept in Last 72 hours:	24
Hours Awake Prior to Mishap:	8	Hours Flown in Last 24 hours:	0.0	Hours Flown in Last 48 hours:	0.0	Hours Flown in Last 72 hours:	0.0
Hours Worked in Last 24 hours:	8	Hours Worked in Last 48 hours:	16	Hours Worked in Last 72 hours:	24		
Number of continuous hours this individual was on duty before the mishap:		5					
Mistake/Task Errors							
Did the individual make a mistake/task error?		(b) (5)					
Mistake/Task Error #1							
Mistake/task error this individual made:		(b) (5)					
Describe how the task/activity was performed incorrectly:							
(b) (5)							
Did this mistake/task error cause or contribute to the mishap or to the mishap's severity of injury or damage?		(b) (5)					
Personal Protective Equipment							
Was Personal Protective Equipment (PPE) required/involved for this individual at the time of the mishap? Note: Includes use, misuse, lack of use, malfunction, or lack of availability.		Yes					
PPE #1							
PPE Item:	HGU-56						
Was this PPE item required?	Yes						
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	Yes				
Was PPE Available?	Yes						
Did PPE function as designed?	Yes						
PPE #2							
PPE Item:	Flight Gloves						

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Was this PPE item required?		Yes	
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	No
Describe why the PPE was not worn:			(b) (5)
Was PPE Available?		Yes	
Did PPE function as designed?		Not Applicable	
PPE #3			
PPE Item:		Seat Belt	
Was this PPE item required?		Yes	
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	No
Describe why the PPE was not worn:			(b) (5)
Was PPE Available?		Yes	
Did PPE function as designed?		Not Applicable	
PPE #4			
PPE Item:		Flight Approved Boot	
Was this PPE item required?		Yes	
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	Yes
Was PPE Available?		Yes	
Did PPE function as designed?		Yes	
PPE #5			
PPE Item:		Flight Suit	
Was this PPE item required?		Yes	
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	Yes
Was PPE Available?		Yes	
Did PPE function as designed?		Yes	
Was Supplemental Oxygen in use?		No	
Location In/Near Aircraft			
Was this individual located inside of the aircraft?	No	Describe location of individual:	Approx 50 feet from Aircraft
ATM Task Information			
ATM task being performed at the onset of the emergency:	1052	Date the ATM task was last performed:	2024/02/29

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ATM task performed in response to the emergency:		1070	Date the ATM task performed in response to the emergency was last performed:		2023/12/20
Aircrew Information					
Aviation Duty Position:	PI - Pilot	Readiness Level:	RL1	Flight Activity Category:	FAC1
Primary Acft MTDS:	UH-72A	Alternate Acft MTDS:	UH-60M	Additional Acft MTDS:	
Type Experience and Time Data Applicable					
Military Rotary Wing:	470.0	Military Fixed Wing:	1.0		
Military Rotary Wing and Military Fixed Wing:	471.0				
Civilian Rotary Wing:	1.0	Civilian Fixed Wing:	1.0		
Civilian Rotary Wing and Civilian Fixed Wing:	2.0				
Military Rotary Wing and Civilian Rotary Wing:	471.0	Military Fixed Wing and Civilian Fixed Wing:	2.0		
Military Total and Civilian Total:	473.0				
Mishap Aircraft Hrs Design:	425.4	Mishap Aircraft Hrs Series:	425.4		
Duty Experience for Rated Crewmember					
PI:	470.4				
Flight Condition Experience					
D:	313.6	N:	20.0	H:	31.7
W:	3.4				
NG:	101.7				
Total Hours for MTDS (Lifetime) :	470.4	Previous 90 Days:	95.9	Previous 60 Days:	54.2
		Previous 30 Days:	34.9		
This Month:	3.6				
Egress					
Were there any difficulties exiting the aircraft?	No				
Survival					
Survival complications encountered in this mishap are listed below					
Complication #1					
Survival Complications Encountered:	None Reported				
Rescue					
Location Method					
Select Means to Locate the Individual:	Visual-Unaided				
Personnel #3					
Personnel Information					
DoD CAC ID#:	(b) (6)	Name:	GRASSIA, JOHN MICHAEL	DOB:	(b) (6)
				Age:	30
				Gender:	Male

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Role:	Directly/Physically Involved	Did this person suffer an injury or occupational illness?	Yes				
Employment Information							
Employment Status/ Personnel Classification:	National Guard - Activated						
Duty Status:	On Duty TDY	Flight Status:	Yes				
Pay Grade:	Warrant Officer (W-02)	Date Hired/Initial Enlisted Date:	2018/10/03				
MOS/Civilian Job Series:	153M - UH-60M Pilot						
Personnel Assigned UIC:	WP7QA2	Duty/Deployed UIC:	W3LXAA				
Unit/Personnel Address:	(b)(6), Edinburg, Texas, 78539	Country:	United States				
Duty Location (includes deployed location):	Edinburg, Texas, 78539	Country:	United States				
Injury/Occupational Illness							
Injury/Occupational Illness Severity:	Fatal						
Injury/Occupational Illness Cause:	Struck By/Against or Crushed						
Injury #1							
Injury/Illness Type:	(b)(6)	Body Part:	(b)(6)				
Injury #2							
Injury/Illness Type:	(b)(6)	Body Part:	(b)(6)				
Death Details							
Date of Death:	2024/03/08	Cause of Death:	Traumatic Injuries				
Was an autopsy performed?	Yes	Autopsy Report:	202403081005 - Medical Data (Autopsy Reports) - FRANKOSKI - Personnel				
Treatment							
Was personnel treated in Emergency Room?	No	Days Hospitalized:	0				
Days In Quarters/Convalescence Leave:	0	Days Restricted Duty:	0				
Work Days Lost:	0	Injury Cost:	9600000				
Treatment Facility							
Drugs							
Did drug use by this individual cause or contribute to the mishap?	(b)(5)						
Alcohol							
Did Alcohol use by this individual cause or contribute to the mishap?	(b)(5)						
Personnel Fatigue Factors							
Time Work Began (24hr):	1140	Hours Slept in Last 24 hours:	8	Hours Slept in Last 48 hours:	16	Hours Slept in Last 72 hours:	24
Hours Awake Prior to Mishap:	10	Hours Flown in Last 24 hours:	0.0	Hours Flown in Last 48 hours:	0.0	Hours Flown in Last 72 hours:	0.0

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Hours Worked in Last 24 hours:	8	Hours Worked in Last 48 hours:	16	Hours Worked in Last 72 hours:	24
Number of continuous hours this individual was on duty before the mishap:			5		
Mistake/Task Errors					
Did the individual make a mistake/task error?			(b) (5)		
Mistake/Task Error #1					
Mistake/task error this individual made:			(b) (5)		
Describe how the task/activity was performed incorrectly:					
(b) (5)					
(b) (5)					
(b) (5)					
Did this mistake/task error cause or contribute to the mishap or to the mishap's severity of injury or damage?			(b) (5)		
Personal Protective Equipment					
Was Personal Protective Equipment (PPE) required/involved for this individual at the time of the mishap? Note: Includes use, misuse, lack of use, malfunction, or lack of availability.			Yes		
PPE #1					
PPE Item:		Flight Gloves			
Was this PPE item required?		Yes			
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	No	Describe why the PPE was not worn:	(b) (5)
Was PPE Available?		Yes			
Did PPE function as designed?		Not Applicable			
PPE #2					
PPE Item:		HGU-56			
Was this PPE item required?		Yes			
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	Yes		
Was PPE Available?		Yes			
Did PPE function as designed?		Yes			
PPE #3					
PPE Item:		Seat Belt			

Was this PPE item required?		Yes	
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	Yes
Was PPE Available?		Yes	
Did PPE function as designed?		Yes	
PPE #4			
PPE Item:		Flight Suit	
Was this PPE item required?		Yes	
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	Yes
Was PPE Available?		Yes	
Did PPE function as designed?		Yes	
PPE #5			
PPE Item:		Flight Approved Boot	
Was this PPE item required?		Yes	
Was this PPE item required?	Yes	Was appropriate PPE Worn/Used?	Yes
Was PPE Available?		Yes	
Did PPE function as designed?		Yes	
Was Supplemental Oxygen in use?		No	
Location In/Near Aircraft			
Was this individual located inside of the aircraft?	Yes	Position in Aircraft:	Left
		Was this individual on the controls at time of mishap?	No
ATM Task Information			
ATM task being performed at the onset of the emergency:	1052	Date the ATM task was last performed:	2024/02/29
ATM task performed in response to the emergency:		1070	
Aircrew Information			
Aviation Duty Position:	PC - Pilot In Command	Readiness Level:	RL1
		Flight Activity Category:	FAC1
Primary Acft MTDS:	UH-60M	Alternate Acft MTDS:	UH-72A
		Additional Acft MTDS:	
Type Experience and Time Data Applicable			
Military Rotary Wing:	530.0	Military Fixed Wing:	0.0
Military Rotary Wing and Military Fixed Wing:		530.0	
Civilian Rotary Wing:	0.0	Civilian Fixed Wing:	0.0
Civilian Rotary Wing and Civilian Fixed Wing:		0.0	
Military Rotary Wing and Civilian Rotary Wing:	530.0	Military Fixed Wing and Civilian Fixed Wing:	0.0
Military Total and Civilian Total:		530.0	

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Mishap Aircraft Hrs Design:	474.8	Mishap Aircraft Hrs Series:	474.8
Duty Experience for Rated Crewmember			
PC:	101.2	PI:	500.0
Flight Condition Experience			
D:	387.5	N:	28.4
		H:	36.3
		W:	22.0
NG:	127.0		
Total Hours for MTDS (Lifetime) :	404.8	Previous 90 Days:	82.4
		Previous 60 Days:	58.2
		Previous 30 Days:	35.1
This Month:	2.0		
Egress			
Were there any difficulties exiting the aircraft?	No		
Survival			
Survival complications encountered in this mishap are listed below			
Complication #1			
Survival Complications Encountered:	Other	Describe Complication Encountered:	Aircraft crushed SM
Rescue			
Location Method			
Select Means to Locate the Individual:	Visual/Audible-Signal		
Complicating Factors			
Select Factors Complicating the Rescue:	Communications, Environmental		
Personnel #4			
Personnel Information			
DoD CAC ID#:	Name:	Luna, Chris	Gender: Male
Role:	Directly/Physically Involved	Did this person suffer an injury or occupational illness?	Yes
Employment Information			
Employment Status/ Personnel Classification:	Government, Other		
Duty Status:	Not Applicable		
Pay Grade:	No Federal Pay Grade/Not Applicable (Z-00)		
Unit/Personnel Address:	(b)(6) , Rio Grande City, Texas, 78582	Country:	United States
Injury/Occupational Illness			
Injury/Occupational Illness Severity:	Fatal	Was the injury a result of Army Operations?	Yes
Injury/Occupational Illness Cause:	Struck By/Against or Crushed		
Injury #1			
Injury/Illness Type:	(b)(6)	Body Part:	(b)(6)
Death Details			

Date of Death:	2024/03/08	Cause of Death:	Traumatic Injuries				
Was an autopsy performed?	Yes	Autopsy Report:	202403081005 - Medical Data (Autopsy Reports) - FRANKOSKI - Personnel				
Treatment							
Was personnel treated in Emergency Room?	No	Days Hospitalized:	0				
Days In Quarters/Convalescence Leave:	0	Days Restricted Duty:	0				
Work Days Lost:	0	Injury Cost:	0				
Treatment Facility							
Drugs							
Did drug use by this individual cause or contribute to the mishap?			(b) (5)				
Alcohol							
Did Alcohol use by this individual cause or contribute to the mishap?			(b) (5)				
Mistake/Task Errors							
Did the individual make a mistake/task error?			(b) (5)				
Location In/Near Aircraft							
Was this individual located inside of the aircraft?	Yes	Position in Aircraft:	Cabin				
Longitudinal Location:	Center section	Lateral Location:	Right side				
Direction Facing:	Forward	Use of Seat:	In seat				
Aircrew Information							
Aviation Duty Position:	AOP - Assistant Operations Officer						
Type Experience and Time Data Applicable							
Military Rotary Wing:	0.0	Military Fixed Wing:	0.0				
Military Rotary Wing and Military Fixed Wing:	0.0						
Civilian Rotary Wing:	0.0	Civilian Fixed Wing:	0.0				
Civilian Rotary Wing and Civilian Fixed Wing:	0.0						
Military Rotary Wing and Civilian Rotary Wing:	0.0	Military Fixed Wing and Civilian Fixed Wing:	0.0				
Military Total and Civilian Total:	0.0						
Flight Condition Experience							
Total Hours for MTDS (Lifetime) :	0.0	Previous 90 Days:	0.0	Previous 60 Days:	0.0	Previous 30 Days:	0.0
This Month:	0.0						
Egress							
Were there any difficulties exiting the aircraft?	Yes	Which Exit was Used?	Cut/Broke through canopy				
Egress complications encountered in this mishap are listed below							

Complication #1						
Applicable Complication Encountered During Exit:				Assistance Required		
Survival						
Survival complications encountered in this mishap are listed below						
Complication #1						
Survival Complications Encountered:		Other	Describe Complication Encountered:		Transmission crushed person	
Rescue						
Location Method						
Select Means to Locate the Individual:				Visual-Unaided		
Complicating Factors						
Select Factors Complicating the Rescue:				Communications, Environmental		
Point of Contact (POC) / Responsible Safety Officer (RSO)						
SNo	Name	Pay Grade / Rank	Position / Title	Role	DSN Phone Number	Commercial Phone Number
1	(b) (6)					
2	(b) (6)					
Personnel and Materiel Association						
Personnel and Materiel Association #1						
Name:		(b) (6)	Role:		Directly/Physically Involved	
Activity/Duty Position:		Crew Chief, Aircraft Mechanic	Materiel:		UH-72A,11-72214	
Personnel and Materiel Association #2						
Name:		FRANKOSKI, CASEY	Role:		Directly/Physically Involved	
Activity/Duty Position:		Pilot	Materiel:		UH-72A,11-72214	
Personnel and Materiel Association #3						
Name:		GRASSIA, JOHN	Role:		Directly/Physically Involved	
Activity/Duty Position:		Pilot In Command	Materiel:		UH-72A,11-72214	
Personnel and Materiel Association #4						
Name:		Luna, Chris	Role:		Directly/Physically Involved	
Activity/Duty Position:		Assistant Operations Officer	Materiel:		UH-72A,11-72214	
Environmental Conditions						
Environment						
Were there any environmental conditions that had an impact on this mishap?					(b) (5)	
Weather						

Case Number : 202403081005

Was there a visible horizon?		Yes			
Ceiling Description:	None	Forecast Accuracy:	Correct	Wind Direction (Degrees°):	10
Wind Speed (Knots):	18	Visibility (Statute Miles):	10		
Moon					
Moon Illumination (for night)					
Moon Degrees Above Horizon:	33 degrees	Percent of Moon Illumination:	8%		
Time (LCL) of Moon Rise and Set:	03:20:00L Rise and 01:18:00 L Set	Was the Moon visible at the time of mishap?	No		

Supporting Documentation	
Documentation #1	
File Description:	202403081005 - Other - Mishap - Senior Leader Report (Findings, Recommendation, History of Event, Analysis, Personnel Background)
Information Type:	Other Association: Mishap
Documentation #2	
File Description:	202403081005 - Certificate of Damage/ECOD - Mishap
Information Type:	Certificate of Damage/ECOD Association: Mishap
Documentation #3	
File Description:	202403081005 - Orders Appointing Investigation Board - Mishap
Information Type:	Orders Appointing Investigation Board Association: Mishap
Documentation #4	
File Description:	202403081005 - Other - Mishap - Airbus Safety Information Notice 3298
Information Type:	Other Association: Mishap
Documentation #5	
File Description:	202403081005 - Weather Data - Mishap
Information Type:	Weather Data Association: Mishap
Documentation #6	
File Description:	202403081005 - Flight Planning Data - Mishap
Information Type:	Flight Planning Data Association: Mishap
Documentation #7	
File Description:	202403081005 - Flight Planning Data - Mishap
Information Type:	Flight Planning Data Association: Mishap
Documentation #8	
File Description:	202403081005 - Medical Data (Autopsy Reports) - FRANKOSKI - Personnel
Information Type:	Medical Data (Autopsy Reports) Association: Personnel
Personnel Name:	FRANKOSKI, CASEY
Documentation #9	
File Description:	202403081005 - Flight Planning Data - UH-72A,12-72214
Information Type:	Flight Planning Data Association: Materiel
Materiel Name:	UH-72A,11-72214
Documentation #10	
File Description:	202403081005 - Weather Data - Mishap - -1 Wx Data
Information Type:	Weather Data Association: Mishap
Documentation #11	
File Description:	202403081005 - Directives, Regulations, Etc. - Mishap - Airbus Safety Information Notice 3298
Information Type:	Directives, Regulations, Etc. Association: Mishap

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Documentation #12			
File Description:	202403081005 - Diagrams and Photographs - Mishap		
Information Type:	Diagrams and Photographs	Association:	Mishap
Documentation #13			
File Description:	202403081005 - Map of Accident Site - Mishap		
Information Type:	Map of Accident Site	Association:	Mishap
Documentation #14			
File Description:	202403081005 - Army Aviator's Flight Record - FRANKOSKI - Personnel		
Information Type:	Army Aviator's Flight Record	Association:	Personnel
Personnel Name:	FRANKOSKI, CASEY		
Documentation #15			
File Description:	202403081005 - Army Aviator's Flight Record - (b)(6) Personnel		
Information Type:	Army Aviator's Flight Record	Association:	Personnel
Personnel Name:	(b) (6)		
Documentation #16			
File Description:	202403081005 - Army Aviator's Flight Record - GRASSIA - Personnel		
Information Type:	Army Aviator's Flight Record	Association:	Personnel
Personnel Name:	GRASSIA, JOHN		
Documentation #17			
File Description:	202403081005 - Serious Incident/Casualty Report - Mishap		
Information Type:	Serious Incident/Casualty Report	Association:	Mishap
Documentation #18			
File Description:	202403081005 - Map of Accident Site - Mishap		
Information Type:	Map of Accident Site	Association:	Mishap
Documentation #19			
File Description:	202403081005 - Medical Data (Autopsy Reports) - FRANKOSKI - Request for Autopsy Memo		
Information Type:	Medical Data (Autopsy Reports)	Association:	Personnel
Personnel Name:	FRANKOSKI, CASEY		
Documentation #20			
File Description:	202403081005 - Medical Data (Other) - FRANKOSKI - Personnel		
Information Type:	Medical Data (Other)	Association:	Personnel
Personnel Name:	FRANKOSKI, CASEY		
Documentation #21			
File Description:	202403081005 - Medical Data (Other) - GRASSIA - Personnel		
Information Type:	Medical Data (Other)	Association:	Personnel
Personnel Name:	GRASSIA, JOHN		

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Documentation #22			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #23			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #24			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #25			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #26			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #27			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #28			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #29			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #30			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #31			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #32			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #33			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #34			
File Description:	202403081005 - Witness Summary - Mishap		

Case Number : 202403081005

Information Type:	Witness Summary	Association:	Mishap
Documentation #35			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #36			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #37			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #38			
File Description:	202403081005 - Witness Summary - Mishap		
Information Type:	Witness Summary	Association:	Mishap
Documentation #39			
File Description:	202403081005 - Statement of Reviewing Officials - Mishap - Statement of Concurrence (GCMCA - ARNORTH)		
Information Type:	Statement of Reviewing Officials	Association:	Mishap
Documentation #40			
File Description:	202403081005 - Statement of Reviewing Officials - Mishap - 202403081005 Battalion Mishap Response Memo		
Information Type:	Statement of Reviewing Officials	Association:	Mishap
Documentation #41			
File Description:	202403081005 - Statement of Reviewing Officials - Mishap - JTF-North Statement of Corrective Action		
Information Type:	Statement of Reviewing Officials	Association:	Mishap

History of Events

Pre-Mishap Phase:

a. Pre-mishap phase: The mishap aircraft was an UH-72A, Lakota, helicopter. The serial number (S/N) of the aircraft was S/N 11-72214, operating under the call sign (C/S) Dover 14. UH-72A S/N 11-72214 was assigned to A Company, 1-224 Aviation Regiment. The 1-224 Aviation Regiment Battalion Commander was (b) (6) and the 1-224 Aviation Regiment Command Sergeant Major was (b) (6). The 1-224 Aviation Regiment had 24 UH-72A Lakota helicopters and four RQ-7B Shadow unmanned aircraft systems on the day of the mishap. The battalion was operating under the authority of: TITLE 10 USC, SECTION 12302-INTERNATIONAL DRUG TRAFFICKING/HQDA MSG 051942ZJul23/DAMO-ODM/ORDTYP/MOBORD/HQDA NO.001-23, with a report date of 10 October 2023 for home station mobilization and an effective date of 13 October 2023 for Active-Duty service.

The mishap aircraft was conducting a single-ship operation along the border between the United States and Mexico. The crew's mission was to supplement and provide direct support to United States Customs and Border Protection (CBP) personnel operating along the border in the Rio Grande Valley Sector in Texas. The planned route of flight was to depart from South Texas International Airport at Edinburg (EBG) and fly to McAllen International Airport (MFE) to drop off an Army flight operations liaison for CBP Air and Marine blue room operations. At MFE, the crew would pick up a CBP Agent to support the Rio Grande River Valley operation. (b) (6), the Rio Grande Valley Sector Officer in Charge (OIC), provided initial mission approval of the flight schedule on 4 March 2024.

A/1-224 began planning the mission after (b) (6) provided initial mission approval and completed the AVN RW Risk Common Operational Picture (R-COP) v1.2.1. Per the AVN RW R-COP v1.2.1, the two pilots on Dover 14, the mishap aircraft, were CW2 John M. Grassia (Left Seat (LS)), Military Occupational Specialty (MOS) 153M, UH-60M Pilot, who was the Pilot in Command (PC) and CW2 Casey N. Frankoski (Right Seat (RS)), MOS 153M, UH-60M Pilot who was the Pilot (PI). The crew chief (CE) assigned to Dover 14 was (b) (6) MOS 15T, UH-60 Helicopter Repairer. All assigned crewmembers were qualified and current as crewmembers in the UH-72A. At 1547L on 7 March 2024, (b) (6), a current and qualified mission briefing officer (MBO), digitally signed the R-COP, providing MBO approval. The R-COP identified the highest risk as the crews having limited experience in the Area of Operations (AO) and the possibility of a high volume of aviation traffic. At 1625L, the Final Mission Approval Authority (FMAA), (b) (6), a designated low-risk mission approval authority, signed the R-COP for final mission approval for a low risk in accordance with (IAW) Army Regulation (AR) 95-1, Aviation Flight Regulations and the mission approval process.

At 1140L on 8 March 2024, the mishap aircrew began their duty day. From 1200-1330L, the aircrew completed final pre-mission planning, aircraft pre-flight, and an aircrew brief.

Mishap Phase:

At 1348L, the mishap aircraft departed EBG enroute to MFE. From 1400-1405L, the aircraft landed at MFE to drop off one Soldier, (b) (6), to serve as a liaison to the CBP Air and Marine Operations for the duration of the mission and to pick up the CBP agent, Agent Christopher Luna, assigned to the aircraft for the mission. Agent Luna occupied the crew station behind the pilot in the right seat and (b) (6) occupied the crew station behind the pilot in command in the left seat. From 1405-1545L, the mishap aircraft conducted the operation in support of the US CBP within the Rio Grande Sector. At approximately 1545L, while conducting operations along the border in the vicinity of La Grulla, Texas, the aircraft crashed in an open farm field.

Post-Mishap Phase:

The mishap aircraft impacted the ground (b) (5). The impact destroyed the aircraft. The #2 engine remained running during the recovery, creating additional noise, but no external components were moving and there was no post-mishap fire. CW2 Grassia and Agent Luna sustained fatal injuries during the mishap sequence. (b) (6) sustained serious injuries and remained in the aircraft near his crew station behind the left seat, unable to move. CW2 Frankoski sustained life threatening injuries and crash forces ejected her from the aircraft during the mishap sequence.

US CBP agents and six Soldiers from C Company, Task Force (TF) East were in the area at the time of the mishap. Within 30 seconds of the crash, US CBP agents had reported the mishap, called for emergency services, and arrived at the aircraft to begin rescue efforts. All the first responders had previously completed an intermediate medical course on casualty care. Upon arrival, they prioritized evacuating the remaining crewmembers from the aircraft to a safe distance away as a precaution against a possible post-mishap fire. Simultaneously, they evacuated CW2 Grassia, (b) (6), and Agent Luna from the aircraft and moved all four

crewmembers to a road paralleling the field. After moving the crewmembers, they began initial triage. They assessed that the Agent Luna had suffered non-survivable injuries. The first responders began CPR on CW2 Grassia and CW2 Frankoski and stabilization efforts for (b) (6) who was breathing on his own.

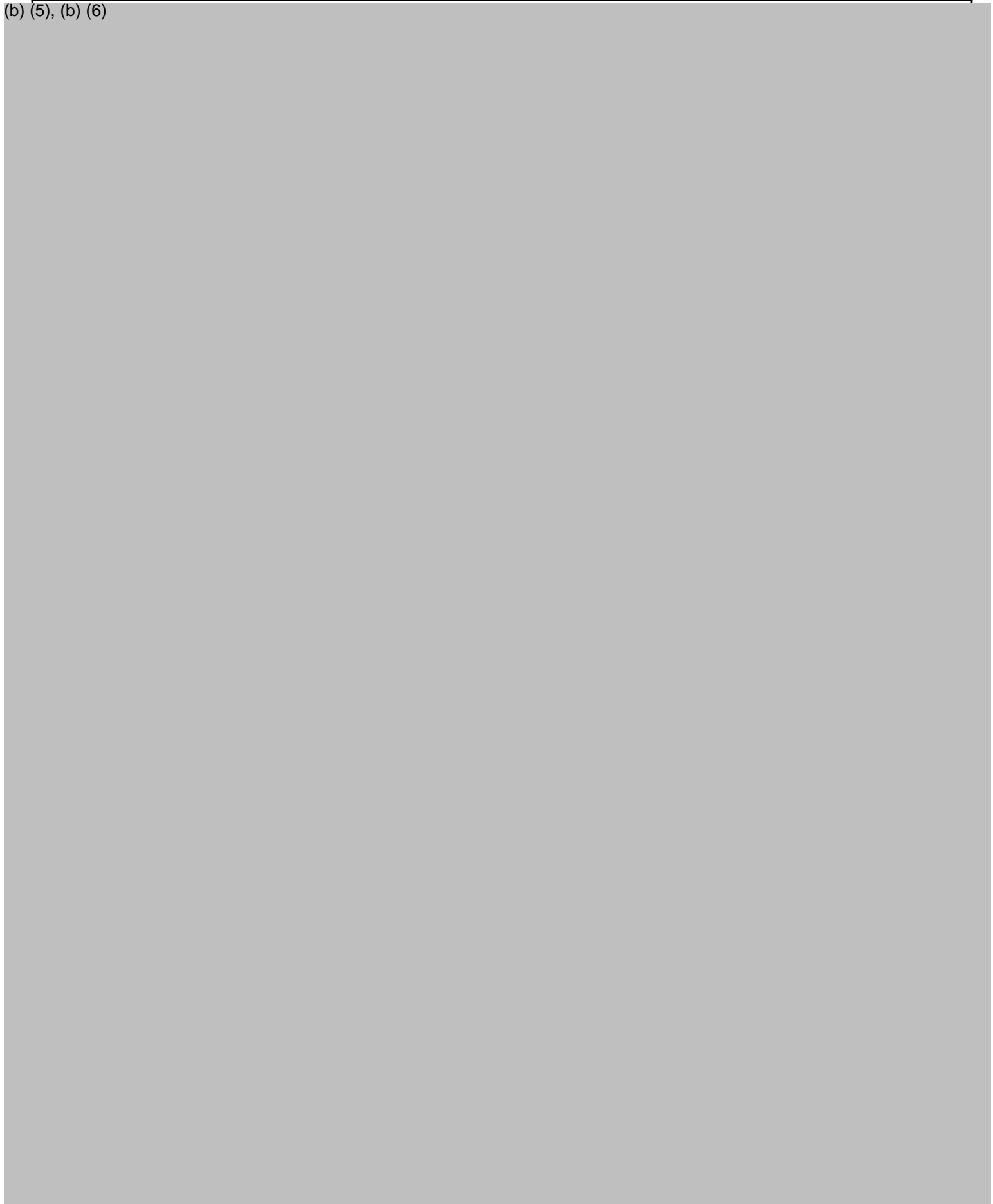
CW2 Grassia had sustained fatal injuries during the mishap sequence and did not respond to resuscitation efforts. The first responders continued to provide first aid to CW2 Frankoski, who had a weak pulse, and (b) (6), who was still breathing unassisted. At 1600L, emergency vehicles from Star County EMS and La Grulla Fire Department arrived in the vicinity of the mishap and began to assist. CBP agents and Soldiers from TF East loaded (b) (6) into a CBP truck to transfer him to a Star County Ambulance. The Star County Ambulance departed the mishap site for South Texas Health System McAllen with (b) (6) and a paramedic.

As the BPD agents reported the mishap, a helicopter aircrew from the Texas Department of Public Safety (DPS) heard the report of the crash over the radio in their hangar at EGB. Upon hearing the report, the aircrew moved to their aircraft and departed EGB under the call sign DPS 108. DPS 108 arrived at the mishap site and repositioned to the vicinity of CW2 Frankoski. DPS 108 departed the mishap site with CW2 Frankoski and an CBP EMT, (b) (6), enroute for DHR Health in Edinburg, TX. Upon arrival and transfer to the emergency department, the attending physician declared CW2 Frankoski dead.

The DPS hangar was located next to the A/1-224 hangar at EGB. When the DPS aircrew heard reports of the crash, members of the DPS immediately notified nearby A/1-224 maintenance personnel. The maintenance personnel, (b) (6), (b) (6) and (b) (6), then proceeded directly to A/1-224 flight operations to notify them of the report. (b) (6), the A/1-224 company commander was near the flight operations office at the time of the notification. She initiated the unit's pre-mishap plan and notified the battalion commander, (b) (6). The unit safety, (b) (6), drove to the mishap site and assisted local law enforcement with establishing security. Starr County Justice of the Peace, (b) (6), arrived at the mishap site and declared CW2 Grassia and Agent Luna deceased.

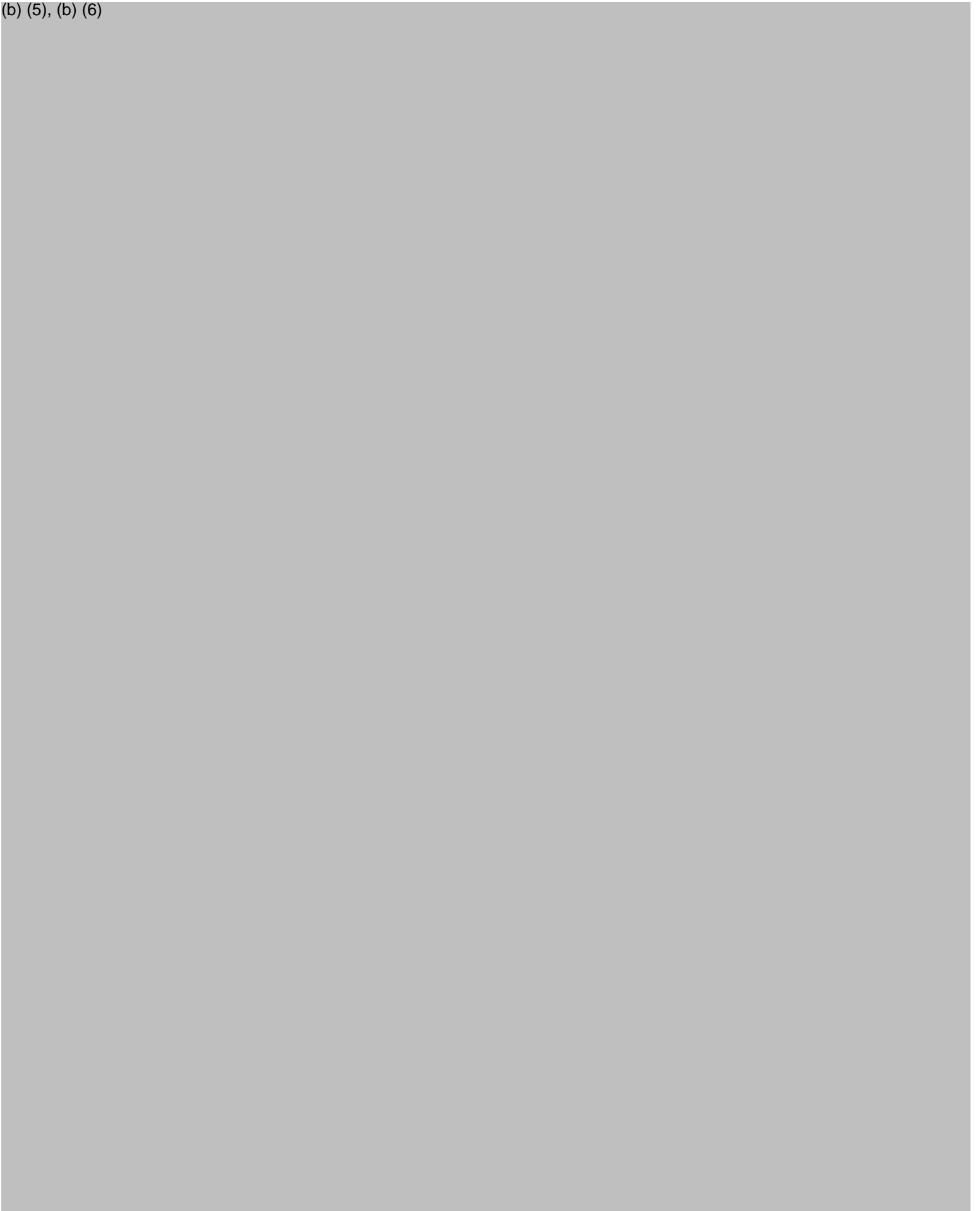
Analysis of Mishap

(b) (5), (b) (6)



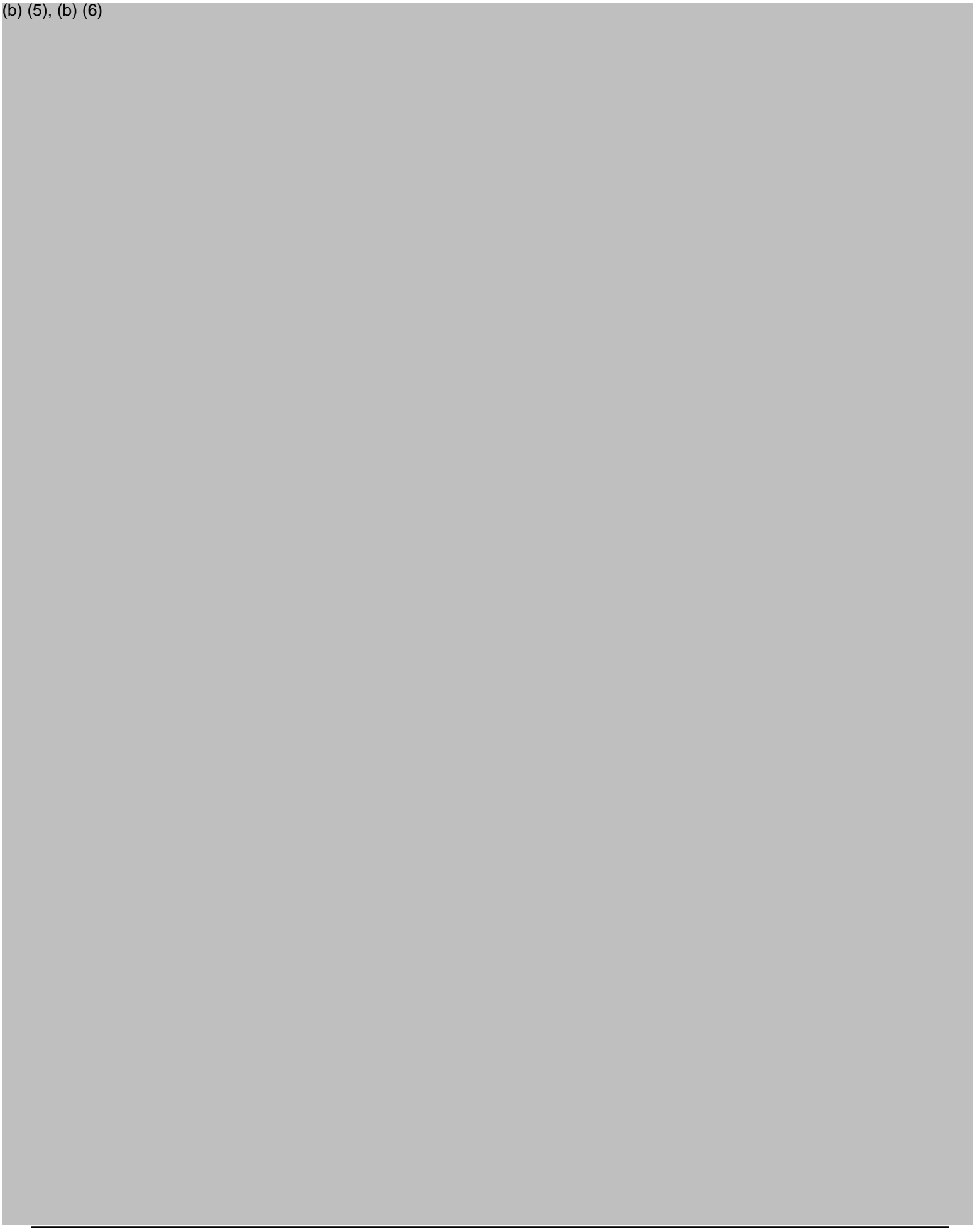
Case Number : 202403081005

(b) (5), (b) (6)




Case Number : 202403081005


(b) (5), (b) (6)



(b) (5), (b) (6)

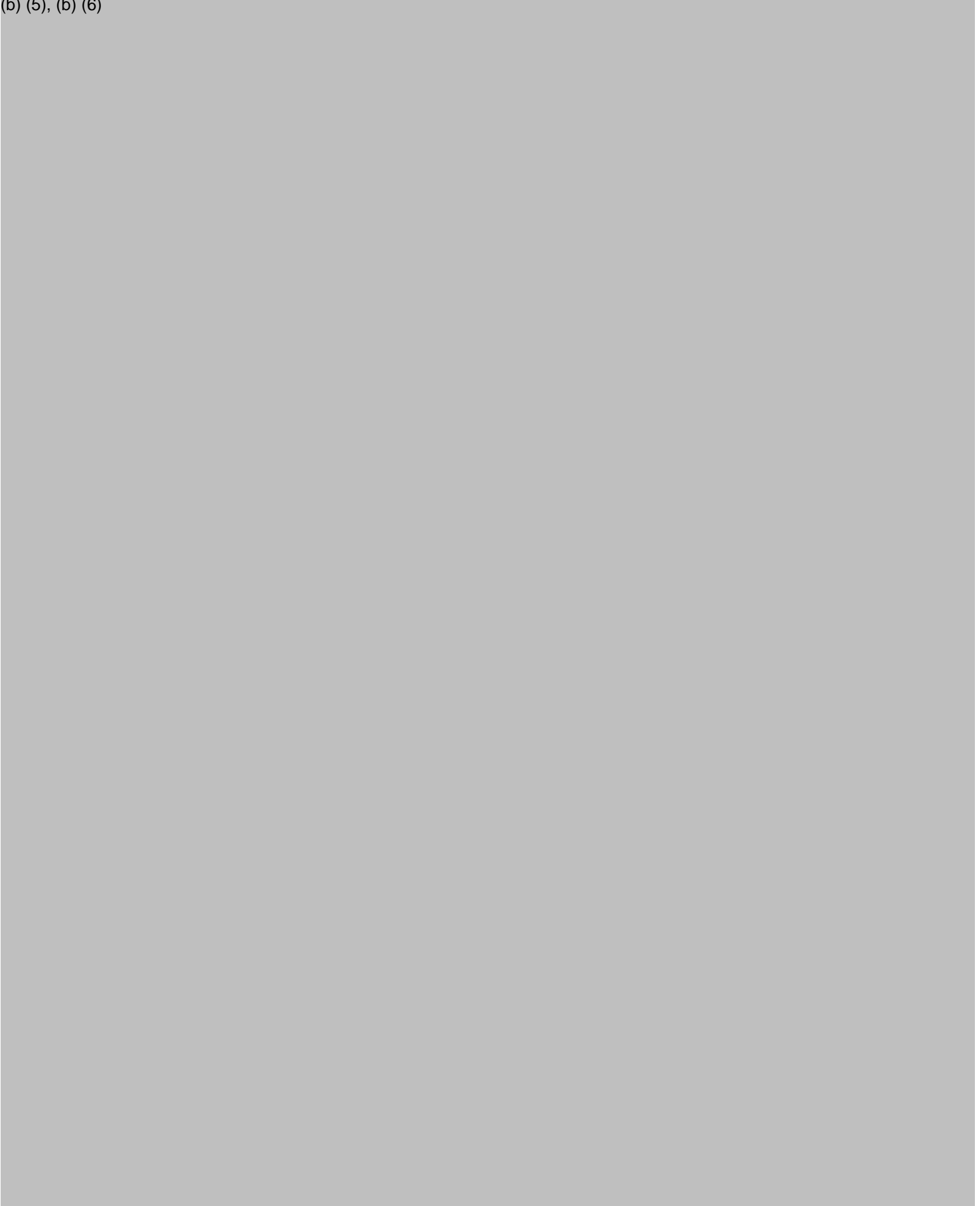


(b) (5), (b) (6)



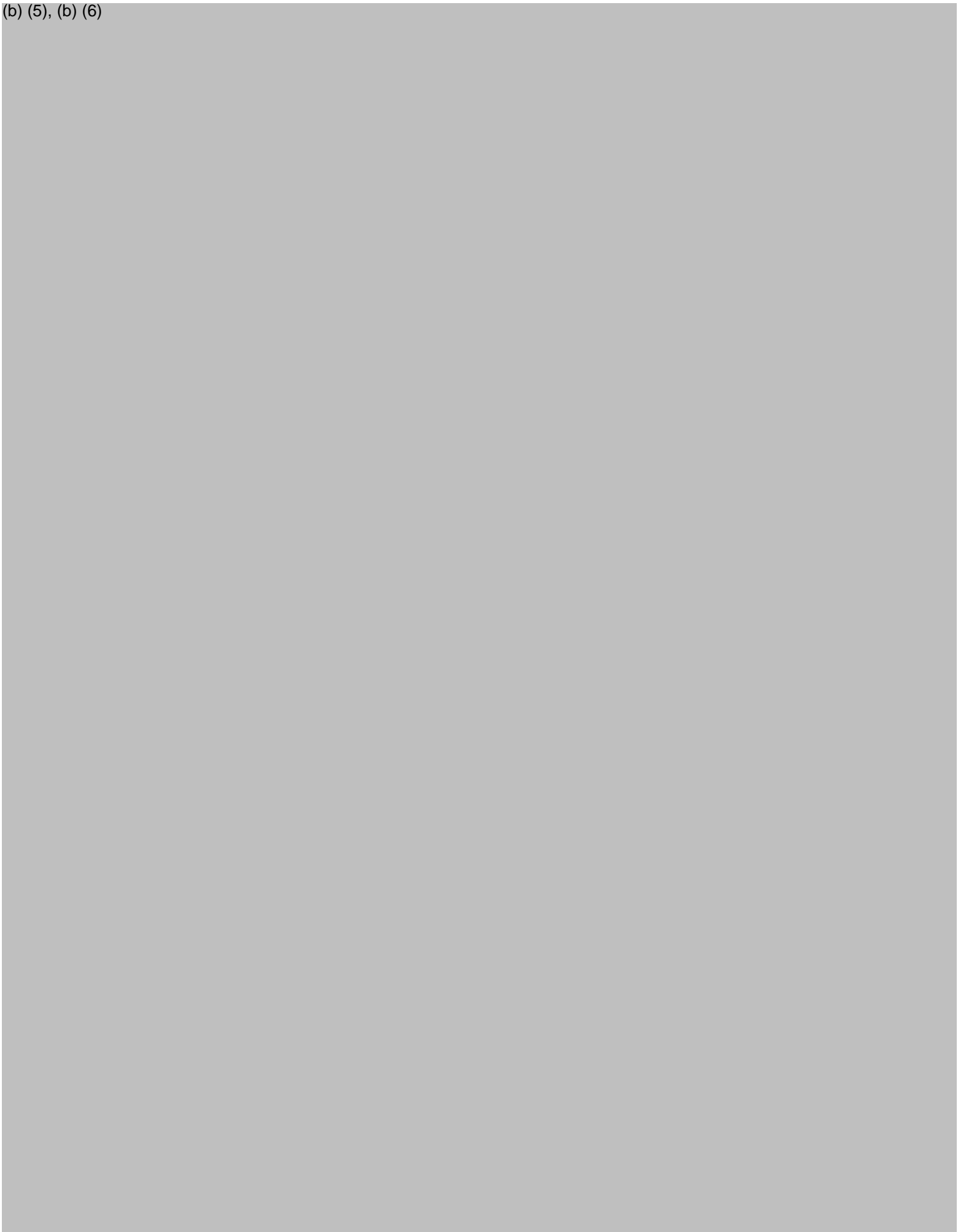
Case Number : 202403081005

(b) (5), (b) (6)




Case Number : 202403081005

(b) (5), (b) (6)



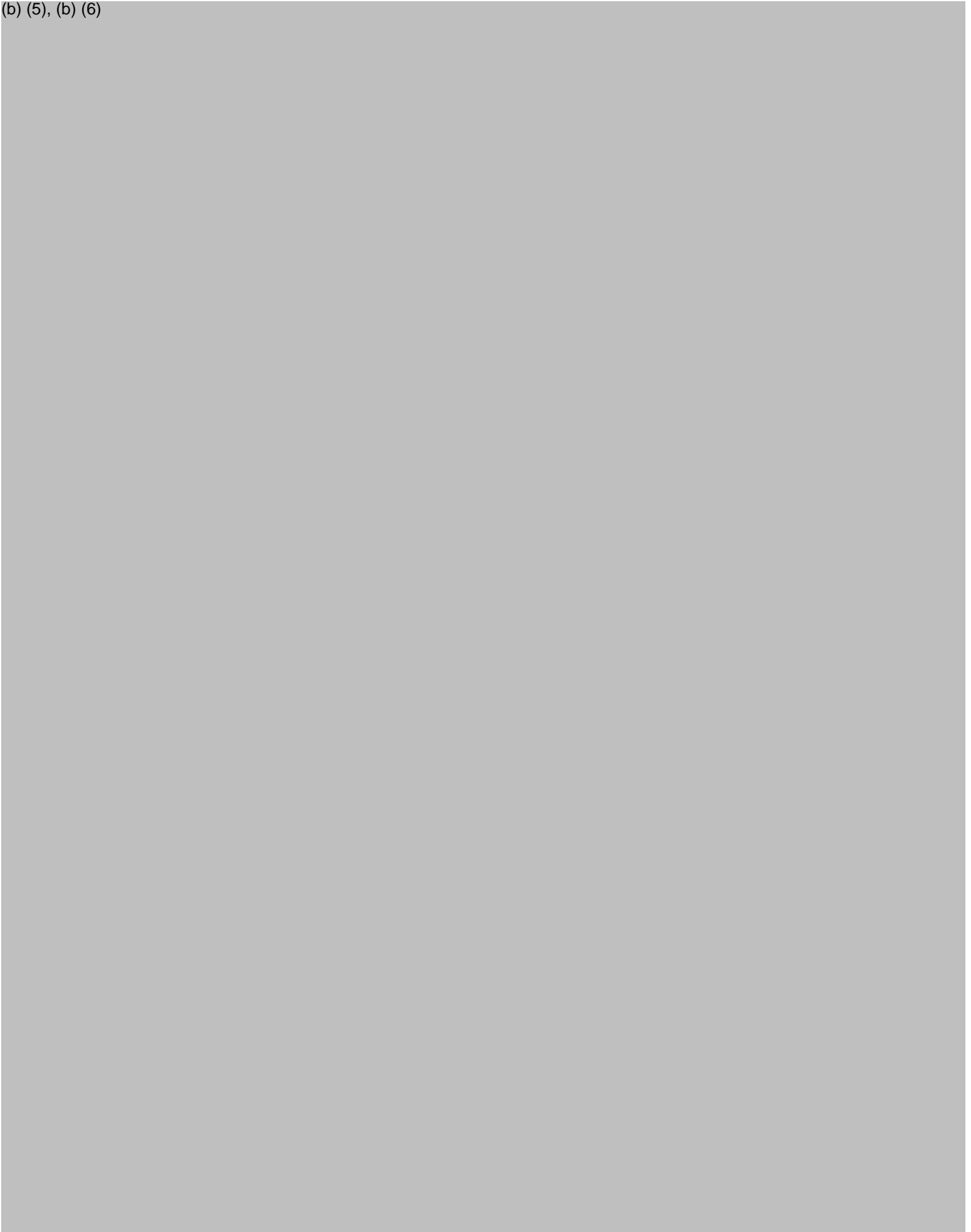
Case Number : 202403081005

(b) (5), (b) (6)




Case Number : 202403081005

(b) (5), (b) (6)




(b) (5), (b) (6)



Case Number : 202403081005

(b) (5), (b) (6)



Investigation Board Members

Investigation Board Members		
Highest Rank Directly Involved in Mishap (from Initial Notification):		CW2
Last Name, First Name:	(b) (6)	Role: Board President
Rank/Grade:	(b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)
Unit/Organization:	U.S. ARMY COMBAT READINESS CENTER (WOJ7AA)	
Email address:	(b) (6)	Phone Number: DSN: (b) (6) COM:
Last Name, First Name:	(b) (6)	Role: Board Recorder
Rank/Grade:	(b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)
Unit/Organization:	COMBAT AVIATION BRIGADE 1ST ARMORED DIVISION (WEPSFF)	
Email address:	(b) (6)	Phone Number: DSN: (b) (6) COM:
Last Name, First Name:	(b) (6)	Role: Board Member
Rank/Grade:	(b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)
Unit/Organization:	2D BATTALION, 501ST AVIATION REGIMENT HHC (WAX8T0)	
Email address:	(b) (6)	Phone Number: DSN: COM: (b) (6)
Last Name, First Name:	(b) (6)	Role: Board Member

Case Number : 202403081005

Rank/Grade:	(b) (6)	Position/Title (For example, Sr. Maint. Tech):	(b) (6)	
Unit/Organization:	U.S. ARMY COMBAT READINESS CENTER (W0J7AA)			(b) (6)
Email address:	(b) (6)	Phone Number: DSN: COM:	(b) (6)	
Last Name, First Name:	(b) (6)	Role:	Board Member	Concur
Rank/Grade:	(b) (6)	Position/Title (For example, Sr. Maint. Tech):	(b) (6)	
Unit/Organization:	U S ARMY DEPOT CORPUS CHRISTI (W0MUAA)			(b) (6)
Email address:	(b) (6)	Phone Number: DSN: COM:	(b) (6)	
Last Name, First Name:	(b) (6)	Role:	Board Member	Concur
Rank/Grade:	(b) (6)	Position/Title (For example, Sr. Maint. Tech):	(b) (6)	
Unit/Organization:	WESTERN ARNG AVIATION TRAINING SITE (W7V0AA)			(b) (6)
Email address:	(b) (6)	Phone Number: DSN: COM:	0000000000	

Reviewers		
Review Level 1		
Last Name, First Name: (b) (6)	Role: Safety Office Reviewer	Concur with Comment: (b) (5)
Rank/Grade: (b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)	(b) (6)
Unit/Organization: COMPANY A 1ST BATTALION 224TH AVIATION REGIMENT (WP7QA0)		
Email address: (b) (6)	Phone Number: DSN: COM: (b) (6)	
Manually Added		
Last Name, First Name: (b) (6)	Role: Command Reviewer	Concur
Rank/Grade: (b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)	(b) (6)
Unit/Organization: COMPANY A 1ST BATTALION 224TH AVIATION REGIMENT (WP7QA0)		
Email address: (b) (6)	Phone Number: DSN: COM: (b) (6)	
Review Level 2		
Last Name, First Name: (b) (6)	Role: Safety Office Reviewer	Concur
Rank/Grade: (b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)	(b) (6)
Unit/Organization: 1ST BATTALION, 224TH AVIATION REGIMENT (WP7QAA)		
Email address: (b) (6)	Phone Number: DSN: COM: (b) (6)	
Manually Added		

Case Number : 202403081005

Last Name, First Name: (b) (6)	Role: Command Reviewer	Concur
Rank/Grade: (b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)	(b) (6)
Unit/Organization:	HHC 1ST BATTALION 224TH AVIATION REGIMENT (WP7QT0)	
Email address: (b) (6)	Phone Number: DSN: COM: (b) (6)	
Review Level 3		
Last Name, First Name: (b) (6)	Role: Safety Office Reviewer	Concur
Rank/Grade: (b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)	(b) (6)
Unit/Organization:	USA ELEMENT, US NORTHERN COMMAND JOINT TASK FORCE NORTH (W3LXAA)	
Email address: (b) (6)	Phone Number: DSN: (b) (6) COM:	
Manually Added		
Last Name, First Name: (b) (6)	Role: Safety Office Reviewer	Concur with Comment: (b) (5)
Rank/Grade: (b) (6)	Position/Title (For example, Sr. Maint. Tech): (b) (6)	(b) (6)
Unit/Organization:	US ARMY NORTH MAIN COMMAND POST (WJMHFF)	
Email address: (b) (6)	Phone Number: DSN: (b) (6) COM:	

Case Number : 202403081005

FINDINGS AND RECOMMENDATIONS

CASE NUMBER : 202403081005

These findings are for official use only (FOUO), may contain privacy and/or privileged information and are not to be released to any other activity or organization, or used for any purposes other than safety, without the written permission of the Commander, U.S. Army Combat Readiness Center

FINDING 1 (b)(5)

:

(b)(5)



RECOMMENDATION 1:

1. Unit Level Action: Commander, 1-224 Aviation Regiment

(b)(5)



(b)(5)

RECOMMENDATION 2:

1. Higher Level Action: Commander, Joint Task Force North

(b)(5)

RECOMMENDATION 3:

1. Army Level Action: U.S. Army Training And Doctrine Command

(b)(5)

2. Army Level Action: Other | Program Executive Office, Aviation | Office of the Assistant Secretary of the Army, (Acquisition, Logistics, & Technology)

(b)(5)

3. Army Level Action: National Guard Bureau

(b)(5)

FINDING 2 ((b)(5)) :

(b)(5)

RECOMMENDATION 1:

1. Unit Level Action: Commander, 1-224 Aviation Regiment:

(b)(5)

RECOMMENDATION 2:

1. Higher Level Action: Commander, Joint Task Force – North:

(b)(5)

RECOMMENDATION 3:

1. Army Level Action: National Guard Bureau

(b)(5)

FINDING 3 (b)(5) :

(b)(5)

RECOMMENDATION 1:

1. Unit Level Action: Commander, 1-224 Aviation Regiment:

(b)(5)

RECOMMENDATION 2:

1. Army Level Action: National Guard Bureau

(b)(5)

FINDING 4 (b)(5)) :

(b)(5)

RECOMMENDATION 1:

1. Unit Level Action: Commander, 1-224 Aviation Regiment:

(b)(5)

RECOMMENDATION 2:

1. Army Level Action: National Guard Bureau

(b)(5)

FINDING 5 (b)(5)) :

(b)(5)



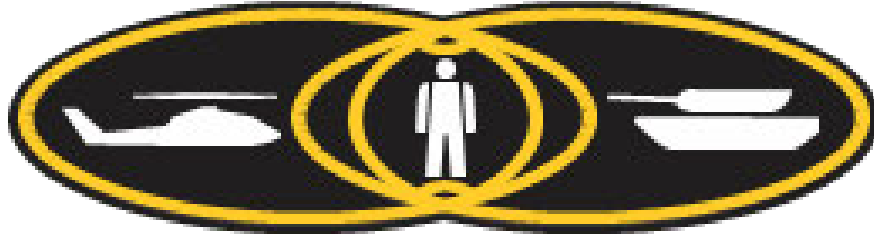
RECOMMENDATION 1:

1. Army Level Action: Other | Program Executive Office, Aviation | Office of the Assistant Secretary of the Army, (Acquisition, Logistics, & Technology)

(b)(5)



**United States Army Combat Readiness Center
Class A Aviation Mishap
Safety Investigation Board (SIB) Report**



**UH-72A (S/N 11-72214)
A Company, 1-224th Aviation Regiment
Task Force Freedom
Joint Task Force - North, Fort Bliss, TX
8 March 2024**

SIB President, (b)(6) [REDACTED], USACRC
SIB Recorder, (b)(6) [REDACTED], 1AD CAB
SIB Advisor, (b)(6) [REDACTED], USACRC
SIB Medical Officer: (b)(6) [REDACTED], 1AD CAB
SIB Standardization Pilot: (b)(6) [REDACTED], Directorate of Evaluations and Standards (DES)
SIB UH-72 A&P Mechanic: (b)(6) [REDACTED], TXARNG
SIB Technical Advisor: (b)(6) [REDACTED], Corpus Christi Army Depot

Controlled by: USACRC
CUI Categories: PSI
Limited Dissemination Control: FED ONLY
POC: G3, (b)(6) [REDACTED]
[REDACTED]

Executive Summary

Background: This was a Task Force Freedom, daytime visual conditions flight, in support of the Southwest Border Mission, in the Rio Grande Sector. Both pilots and the crew chief were from the NYARNG. They activated in October 2023 to support the mission. (b) (5) . The mission was supporting the US Customs and Border Protection, and one agent was on board helping to coordinate actions on the ground. Approximately 1 hour 57 minutes into the mission, while at 195 ft AGL, the aircraft entered an uncontrollable right-hand spin and crashed.

(b) (5)



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Findings and Recommendations

FINDING 1 (b)(5) [REDACTED] :

(b)(5)



(b)(5)



RECOMMENDATIONS 1:

a. Unit Level Actions: Commander, 1-224 Aviation Regiment

(b)(5)



(b)(5)



b. Higher Level Actions: Commander, Joint Task Force North

(b)(5)



c. Army Level Actions:

(1) Commander, United States Army Training and Doctrine Command

(b)(5)



(2) Office of the Assistant Secretary of the Army, (Acquisition, Logistics, & Technology) in conjunction with Program Executive Officer – Aviation:

(b)(5)



(3) Director, Army National Guard in coordination with Commander, US Army North: (b)(5)




(b)(5)



FINDING 2 (b)(5) :

(b)(5)



RECOMMENDATIONS 2:

a. Unit Level Action: Commander, 1-224 Aviation Regiment: (b)(5)





b. Higher Level Action: Commander, Joint Task Force – North: (b)(5) [redacted]
[redacted]
[redacted].

c. Army Level Action: Director, Army National Guard (ARNG): (b)(5) [redacted]
[redacted]
[redacted]
[redacted]
[redacted]

FINDING 3 (b)(5) [redacted] :

(b)(5) [redacted]

RECOMMENDATIONS 3:

a. Unit Level Action: Commander, 1-224 Aviation Regiment: (b)(5) [redacted]
[redacted]
[redacted].

b. Higher Level Actions: None.

**c. Army Level Action: Director, Army National Guard in coordination with
Commander, US Army North:** (b)(5) [redacted]
[redacted].

FINDING 4 (b)(5) [redacted] :

(b)(5) [redacted]

(b)(5)




RECOMMENDATIONS 4:

a. Unit Level Action: Commander, 1-224 Aviation Regiment: (b)(5)



b. Higher Level Action: None.

**c. Army Level Action: Director, Army National Guard in coordination with
Commander, US Army North:** (b)(5)



FINDING 5 (b)(5)



(b)(5)



RECOMMENDATIONS 5:

Unit Level Action: None.

a. Higher Level Action: None.

b. Army Level Action: Office of the Assistant Secretary of the Army, (Acquisition, Logistics, & Technology) in conjunction with Program Executive Officer –

Aviation: (b)(5)

[Redacted]



DEPARTMENT OF THE ARMY
1ST BATTALION 224TH AVIATION REGIMENT
"TASK FORCE FREEDOM"
SOLDIER HALL BLDG 2, 220 SHERIDAN ROAD
FORT BLISS, TEXAS 79906

JTFN-AVN-MA

19 March 2024

MEMORANDUM FOR

SUBJECT: FIELD ESTIMATED REPAIR APPRAISAL

FROM: TF Freedom 1-224th AVN REGT, Fort Bliss, Texas

TYPE OF AIRCRAFT AND MDS: HELICOPTER, UH-72A

AIRCRAFT S/N: 1172214

DATE OF INCIDENT: 08 MAR 24

AIRCRAFT DATE OF MANUFACTURE: 01 Mar 12

TIME SINCE NEW: 2098.5

DATE OF LAST OVERHAUL: N/A

OUTSTANDING MWOs: NONE

DAMAGED PARTS AND COMPONENTS: (See Page 2)

CONDITION SUMMARY: On 08 March 2024 near Sullivan City, Texas, the aircraft experienced a hard landing resulting in damage to the fuselage, tail rotor and skids. The main and tail rotor blades contacted the ground resulting in severe damage. The main rotor blades contacted the hydraulic deck and cockpit resulting in severe damage. As a result of the hard landing and collapse of the skids, the Mission Equipment Package (MEP) (MX-15i, LS-16, pilot and copilot 10.4" displays, crew station 15" display and Tactical Downlink) sustained severe damage.

DAMAGED UNIT COMPONENTS AND PARTS

QTY	NOMENCLATURE	NIIN/Part #	COST	UI
1	HELICOPTER, UH-72A	015332025	\$5,257,825.25	EA
1	MX-15i	42390-26	\$908,104.64	EA
1	LS-16 Searchlight	0230627-102	\$92,075.90	EA
1	TAC-V Antennae	SLDP-2G-SNC	\$45,156.64	EA
1	TAC-V Transmitter	01451109-02	\$213,456.64	EA
1	Video Management Sys.	AVDU-1407-04-03-00	\$72,590.07	EA
1	15" Monitor	AVDU-3824-72-38-HT-DN	\$72,030.49	EA
2	10.4" Monitor	AVDU-2650-72-38-HT-DN	\$49,273.16	EA
1	ARC-231 Base	902220-804	\$18,193.00	EA
1	ARC-231 RT	902219-804	\$139,437.00	EA
1	Mounting hardware/Control panels		\$248,635.92	EA

TOTAL COST
\$7,166,051.87

The point of contact for this memorandum is the undersigned at (b) (6) _____).

(b) (6) _____

Narrative

1. History of Events.

a. Pre-mishap phase: The mishap aircraft was an UH-72A, Lakota, helicopter. The serial number (S/N) of the aircraft was S/N 11-72214, operating under the call sign (C/S) Dover 14. UH-72A S/N 11-72214 was assigned to A Company, 1-224 Aviation Regiment. The 1-224 Aviation Regiment Battalion Commander was (b) (6) and the 1-224 Aviation Regiment Command Sergeant Major was (b) (6). 1-224 Aviation Regiment had 24 UH-72A Lakota helicopters and four RQ-7B Shadow unmanned aircraft systems on the day of the mishap. The battalion was operating under the authority of: TITLE 10 USC, SECTION 12302-INTERNATIONAL DRUG TRAFFICKING/HQDA MSG 051942ZJul23/DAMO-ODM/: ORDTYP/MOBORD/HQDA NO.001-23, with a report date of 10 October 2023 for home station mobilization and an effective date of 13 October 2023 for Active-Duty service.

The mishap aircraft was conducting a single-ship operation along the border between the United States and Mexico. The crew's mission was to supplement and provide direct support to United States Customs and Border Protection (CBP) personnel operating along the border in the Rio Grande Valley Sector in Texas. The planned route of flight was to depart from South Texas International Airport at Edinburg (EBG) and fly to McAllen International Airport (MFE) to drop off an Army flight operations liaison for CBP Air and Marine blue room operations. At MFE, the crew would pick up a CBP Agent to support the Rio Grande River Valley operation. (b) (6), the Rio Grande Valley Sector Officer in Charge (OIC), provided initial mission approval of the flight schedule on 4 March 2024.

A/1-224 began planning the mission after (b) (6) provided initial mission approval and completed the AVN RW Risk Common Operational Picture (R-COP) v1.2.1. Per the AVN RW R-COP v1.2.1, the two pilots on Dover 14, the mishap aircraft,

were CW2 John M. Grassia (Left Seat (LS)), Military Occupational Specialty (MOS) 153M, UH-60M Pilot, who was the Pilot in Command (PC) and CW2 Casey N. Frankoski (Right Seat (RS)), MOS 153M, UH-60M Pilot who was the Pilot (PI). The crew chief (CE) assigned to Dover 14 was (b) (6), MOS 15T, UH-60 Helicopter Repairer. All assigned crewmembers were qualified and current as crewmembers in the UH-72A. At 1547L on 7 March 2024, (b) (6), a current and qualified mission briefing officer (MBO), digitally signed the R-COP, providing MBO approval. The R-COP identified the highest risk as the crews having limited experience in the Area of Operations (AO) and the possibility of a high volume of aviation traffic. At 1625L, the Final Mission Approval Authority (FMAA), (b) (6), a designated low-risk mission approval authority, signed the R-COP for final mission approval for a low risk in accordance with (IAW) Army Regulation (AR) 95-1, Aviation Flight Regulations and the mission approval process.

At 1140L on 8 March 2024, the mishap aircrew began their duty day. From 1200-1330L, the aircrew completed final pre-mission planning, aircraft pre-flight, and an aircrew brief.

b. Mishap phase: At 1348L, the mishap aircraft departed EBG enroute to MFE. From 1400-1405L, the aircraft landed at MFE to drop off one Soldier, (b) (6), to serve as a liaison to the CBP Air and Marine Operations for the duration of the mission and to pick up the CBP agent, Agent Christopher Luna, assigned to the aircraft for the mission. Agent Luna occupied the crew station behind the pilot in the right seat and (b) (6) occupied the crew station behind the pilot in command in the left seat. From 1405-1545L, the mishap aircraft conducted the operation in support of the US CBP within the Rio Grande Sector. At approximately 1545L, while conducting operations along the border in the vicinity of La Grulla, Texas, the aircraft crashed in an open farm field.

c. Post-mishap phase: The mishap aircraft impacted the ground (b) (5)

The impact destroyed the aircraft. The #2 engine remained running during the recovery, creating additional noise, but no external components were moving and there was no post-mishap fire. CW2 Grassia and Agent Luna sustained fatal injuries during the mishap sequence. (b) (6) sustained serious injuries and remained in the aircraft near his crew station behind the left seat, unable to move. CW2 Frankoski sustained life threatening injuries and crash forces ejected her from the aircraft during the mishap sequence.

US CBP agents and six Soldiers from C Company, Task Force (TF) East were in the area at the time of the mishap. Within 30 seconds of the crash, US CBP agents had reported the mishap, called for emergency services, and arrived at the aircraft to begin rescue efforts. All the first responders had previously completed an intermediate medical course on casualty care. Upon arrival, they prioritized evacuating the remaining crewmembers from the aircraft to a safe distance away as a precaution against a possible post-mishap fire. Simultaneously, they evacuated CW2 Grassia, (b) (6), and Agent Luna from the aircraft and moved all four crewmembers to a road paralleling the field. After moving the crewmembers, they began initial triage. They assessed that the Agent Luna had suffered non-survivable injuries. The first responders began CPR on CW2 Grassia and CW2 Frankoski and stabilization efforts for (b) (6) who was breathing on his own.

CW2 Grassia had sustained fatal injuries during the mishap sequence and did not respond to resuscitation efforts. The first responders continued to provide first aid to CW2 Frankoski, who had a weak pulse, and (b) (6), who was still breathing unassisted. At 1600L, emergency vehicles from Star County EMS and La Grulla Fire Department arrived in the vicinity of the mishap and began to assist. CBP agents and

Soldiers from TF East loaded SSG Pratt into a CBP truck to transfer him to a Star County Ambulance. The Star County Ambulance departed the mishap site for South Texas Health System McAllen with (b) (6) and a paramedic..

As the BPD agents reported the mishap, a helicopter aircrew from the Texas Department of Public Safety (DPS) heard the report of the crash over the radio in their hangar at EGB. Upon hearing the report, the aircrew moved to their aircraft and departed EGB under the call sign DPS 108. DPS 108 arrived at the mishap site and repositioned to the vicinity of CW2 Frankoski. DPS 108 departed the mishap site with CW2 Frankoski and an CBP EMT, (b) (6), enroute for DHR Health in Edinburg, TX. Upon arrival and transfer to the emergency department, the attending physician declared CW2 Frankoski dead.

The DPS hangar was located next to the A/1-224 hangar at EGB. When the DPS aircrew heard reports of the crash, members of the DPS immediately notified nearby A/1-224 maintenance personnel. The maintenance personnel, (b) (6), (b) (6) and (b) (6), then proceeded directly to A/1-224 flight operations to notify them of the report. (b) (6), the A/1-224 company commander was near the flight operations office at the time of the notification. She initiated the unit's pre-mishap plan and notified the battalion commander, (b) (6). The unit safety, (b) (6), drove to the mishap site and assisted local law enforcement with establishing security. Starr County Justice of the Peace, (b) (6), arrived at the mishap site and declared CW2 Grassia and Agent Luna deceased.

3. Analysis: After conducting a methodical and detailed investigation analyzing the human, materiel, and environmental factors, the SIB determined (b)(5). All times will be local, Central Standard Time (CST) unless otherwise denoted. Rationale for this conclusion is as follows.

(b) (5), (b) (6)


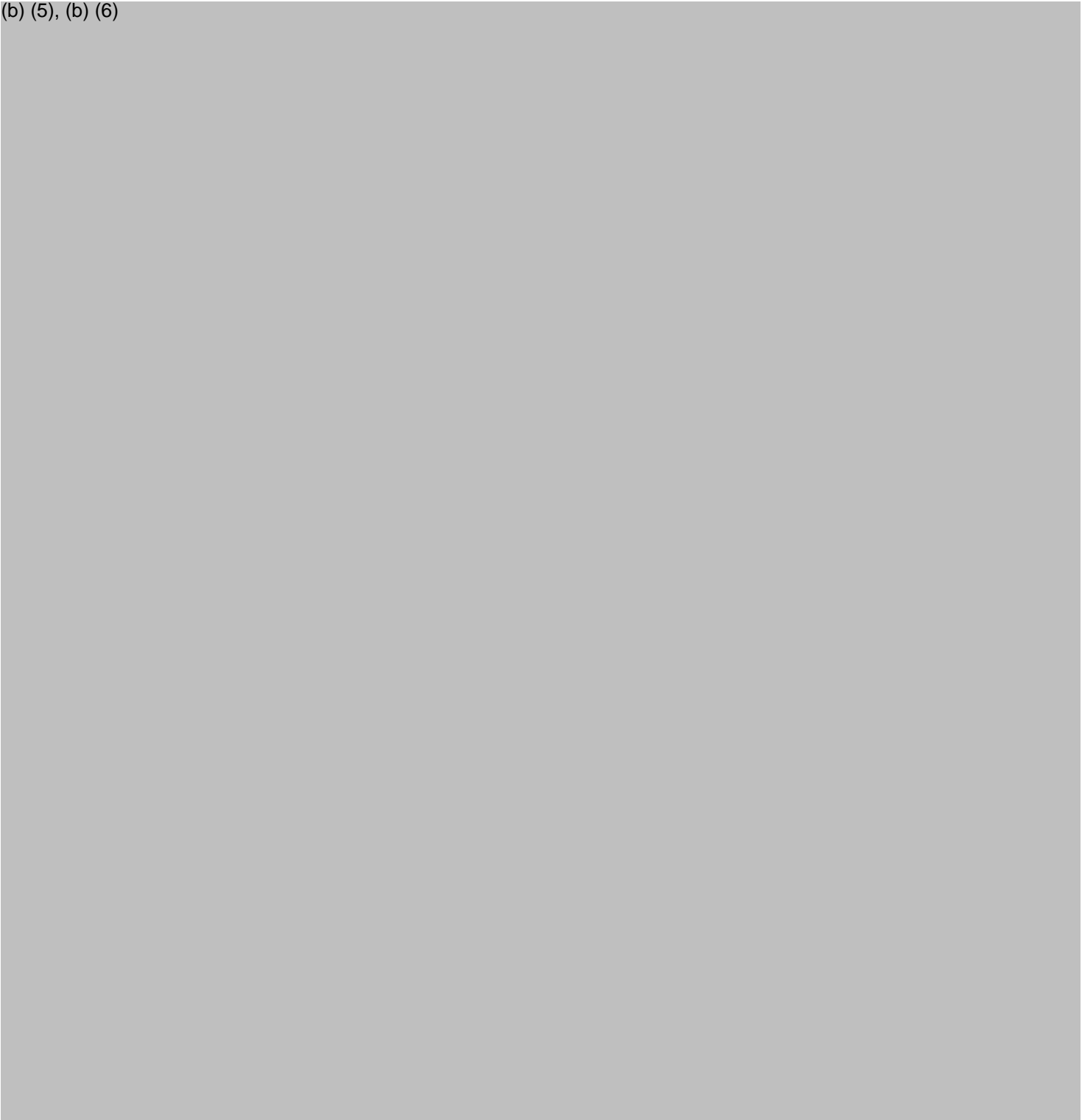
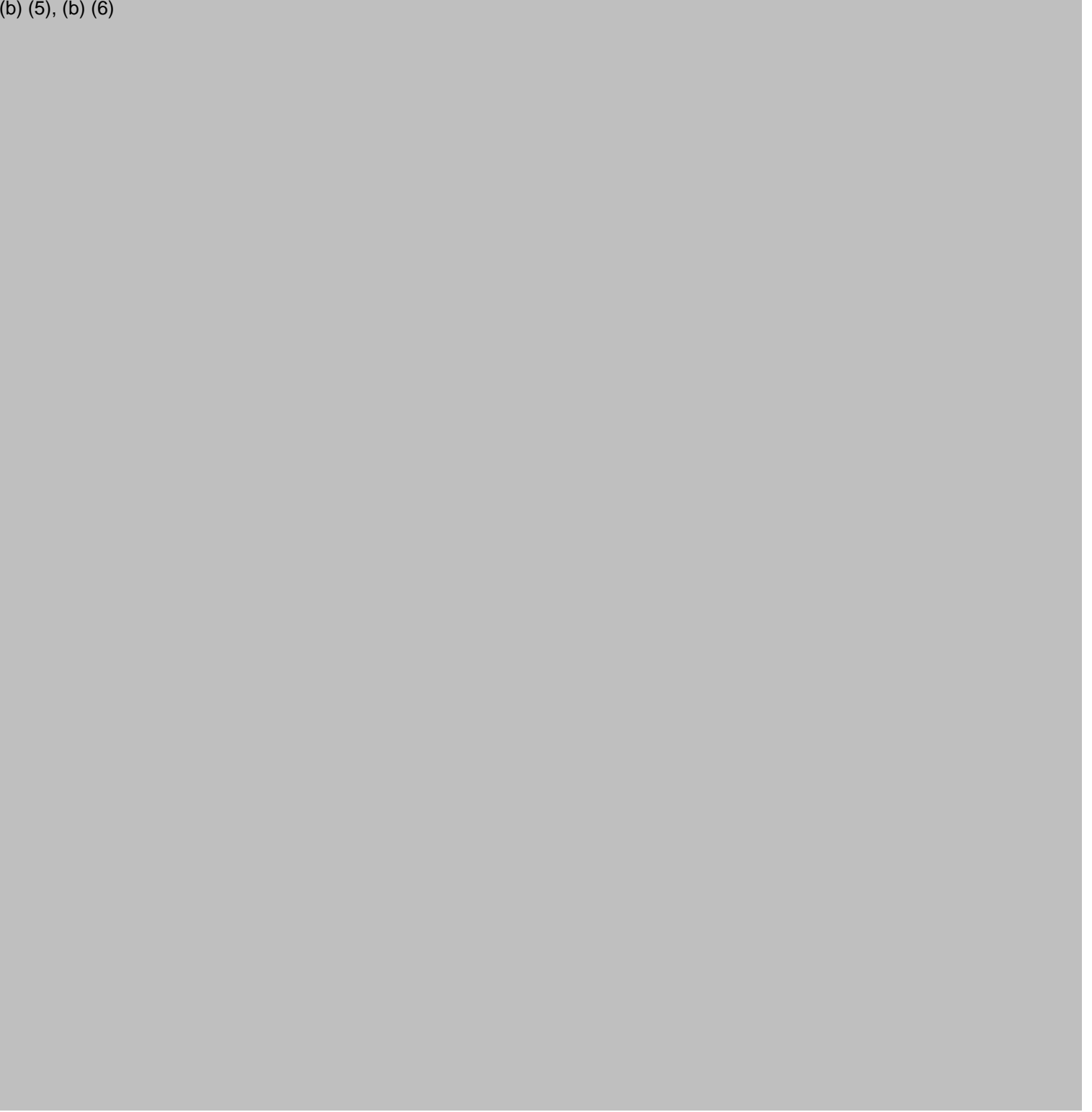


Figure 1 – Operating Location

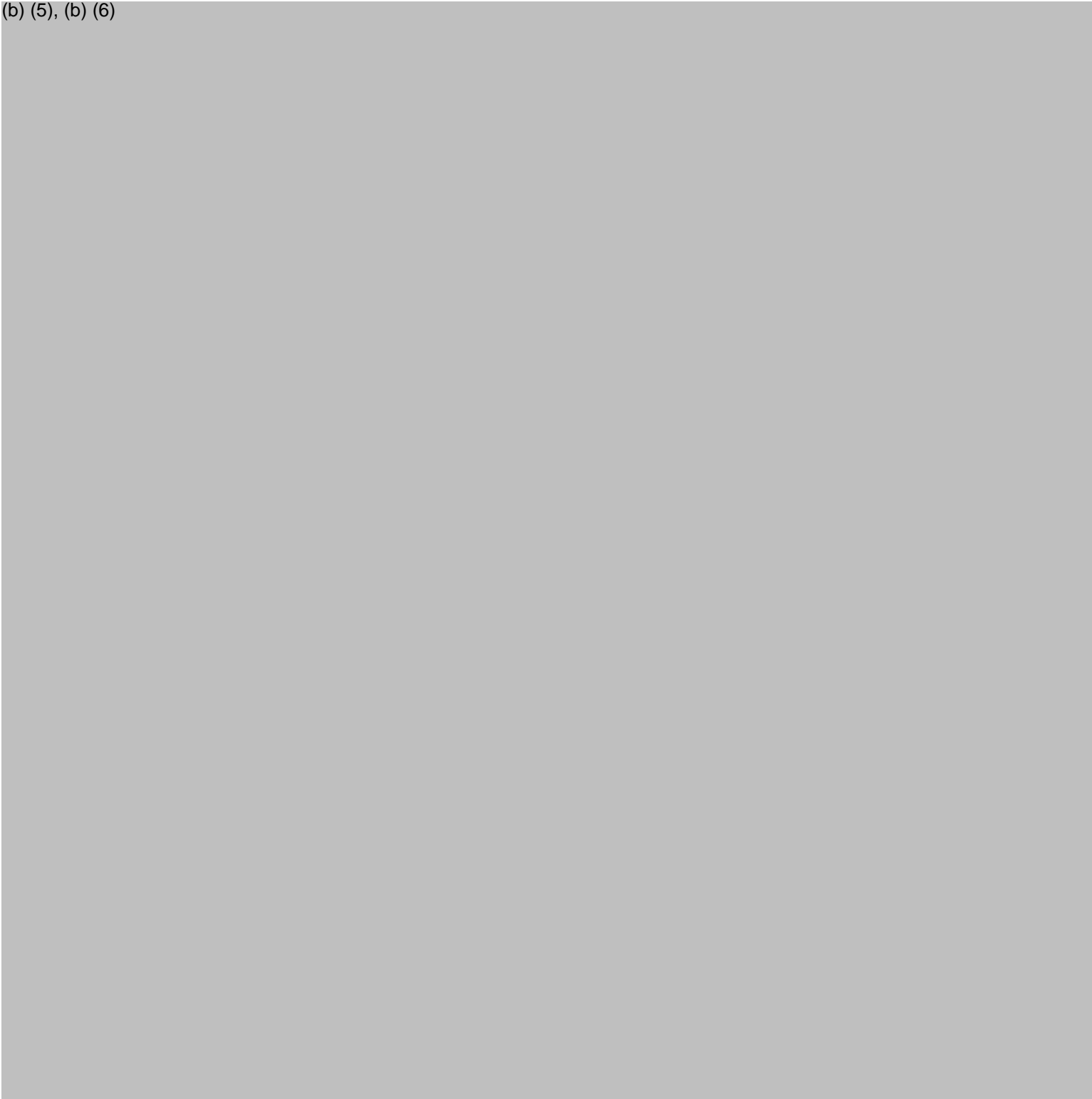
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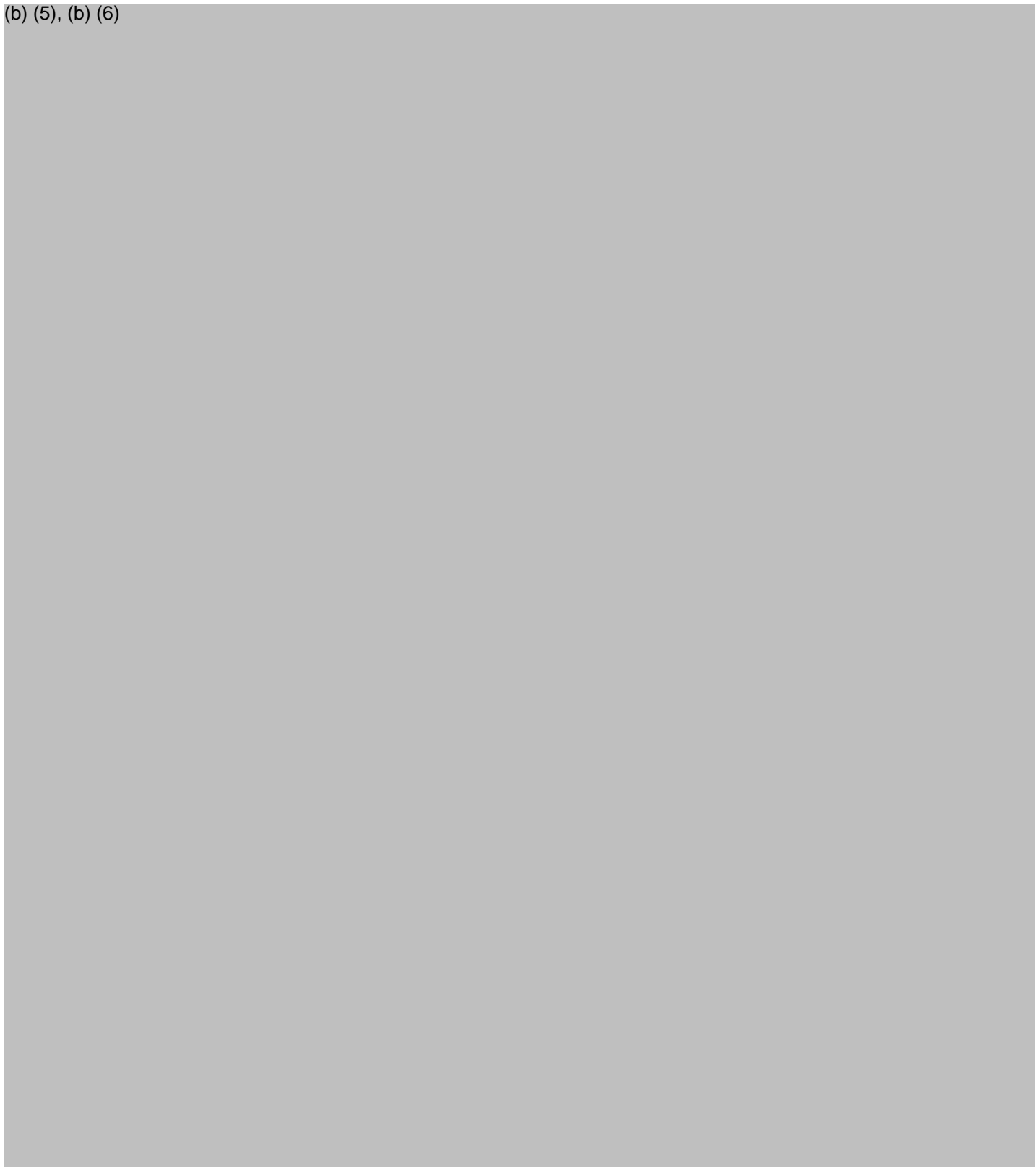
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(b) (5), (b) (6)



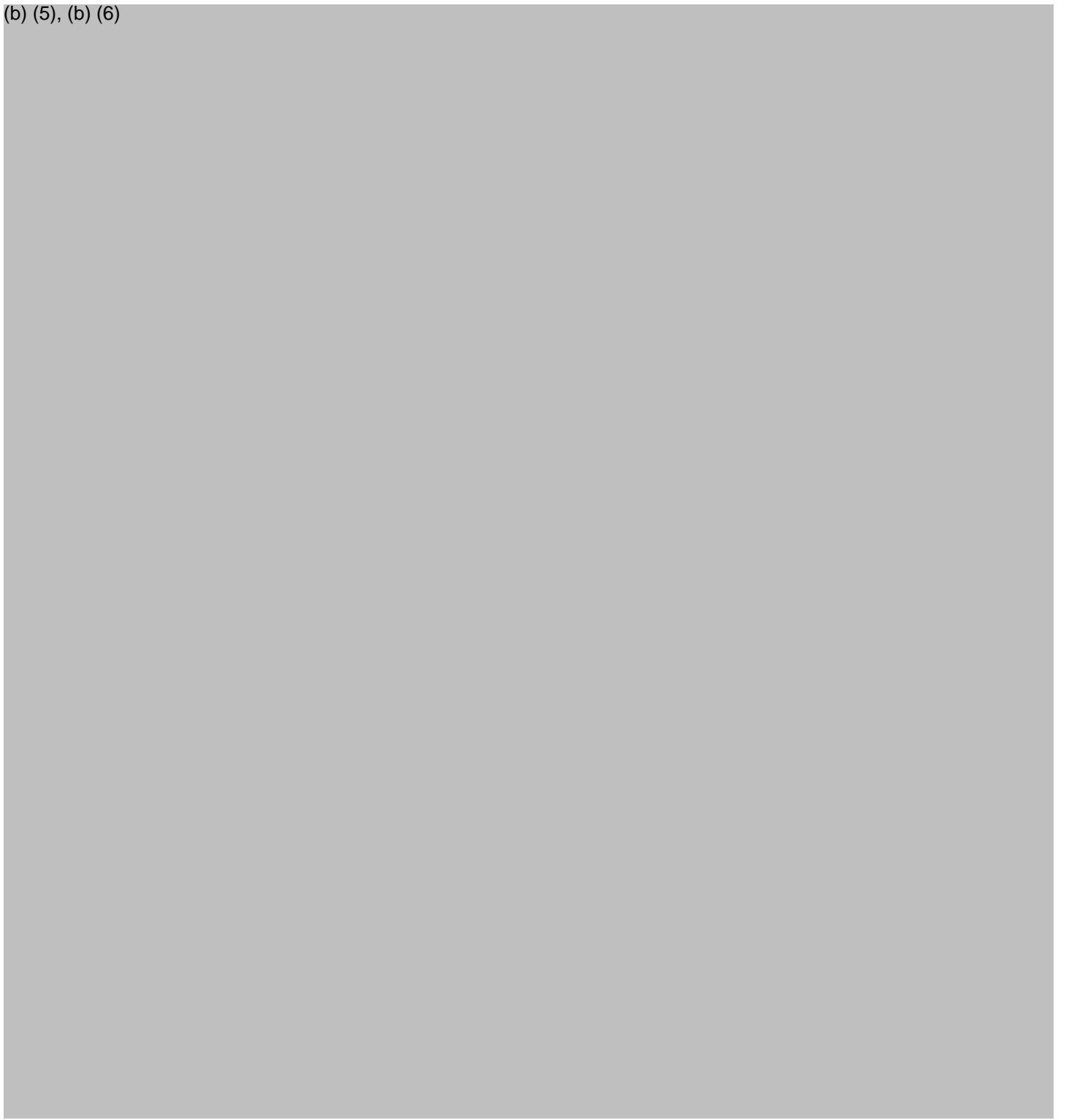
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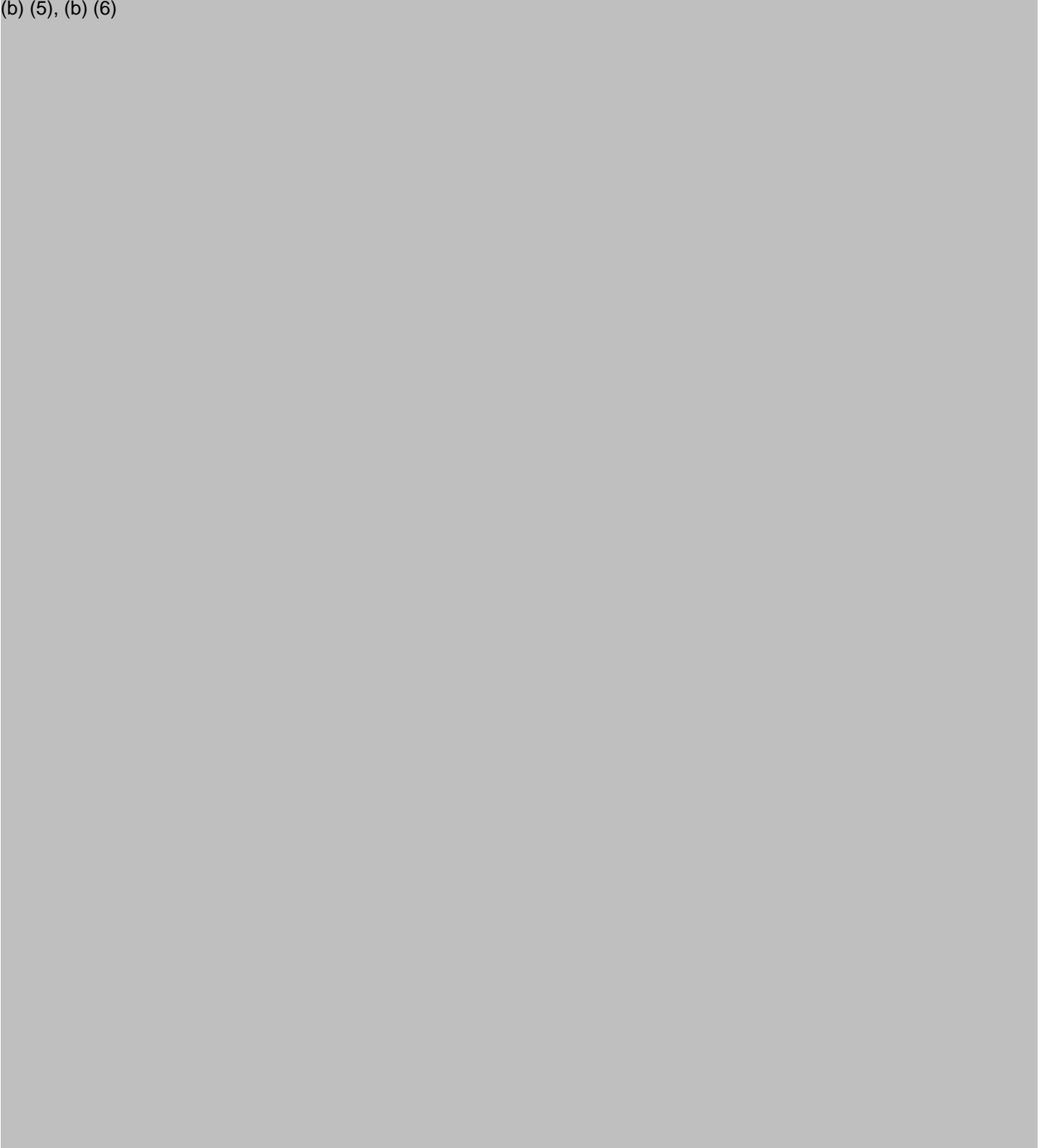
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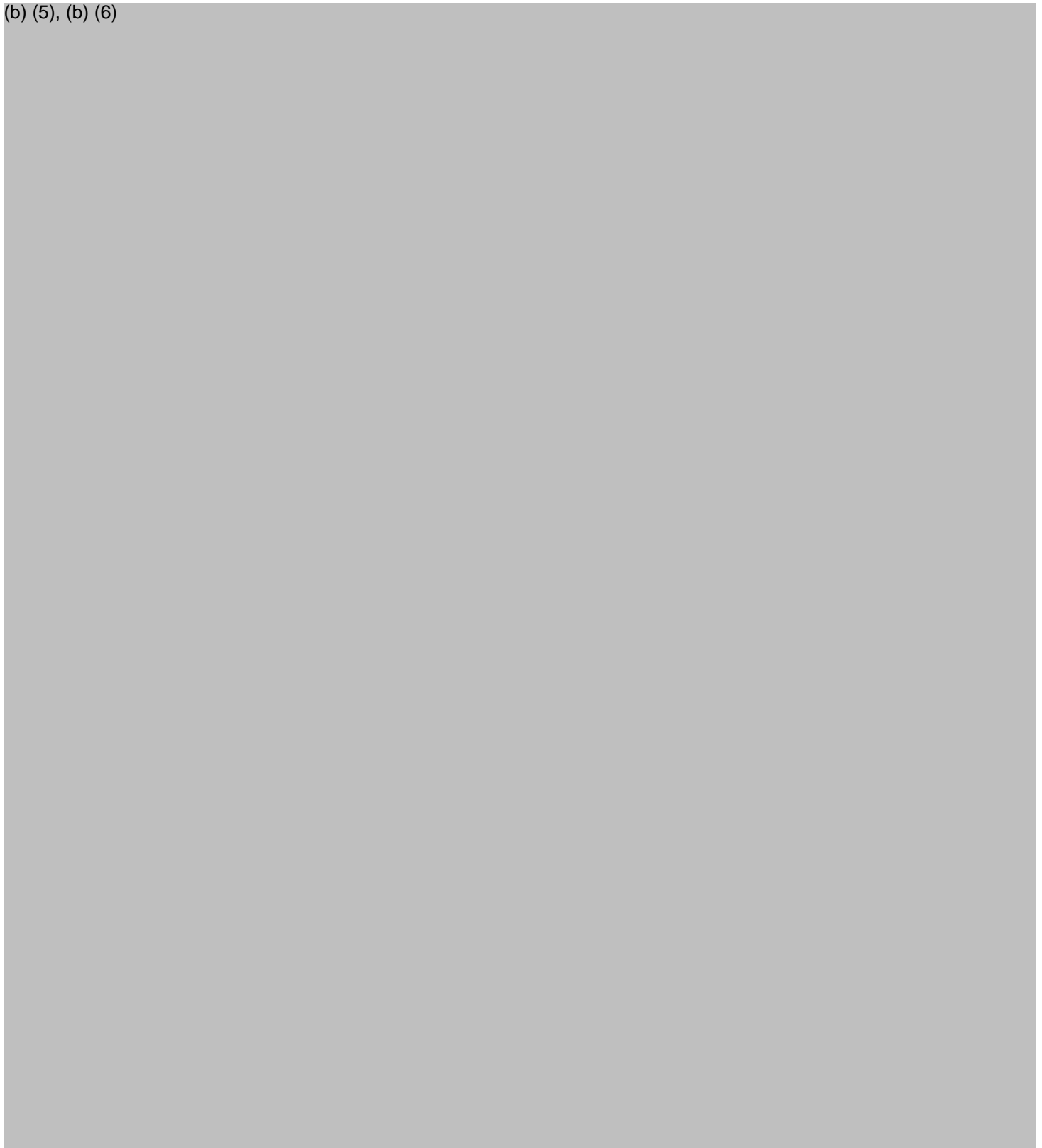
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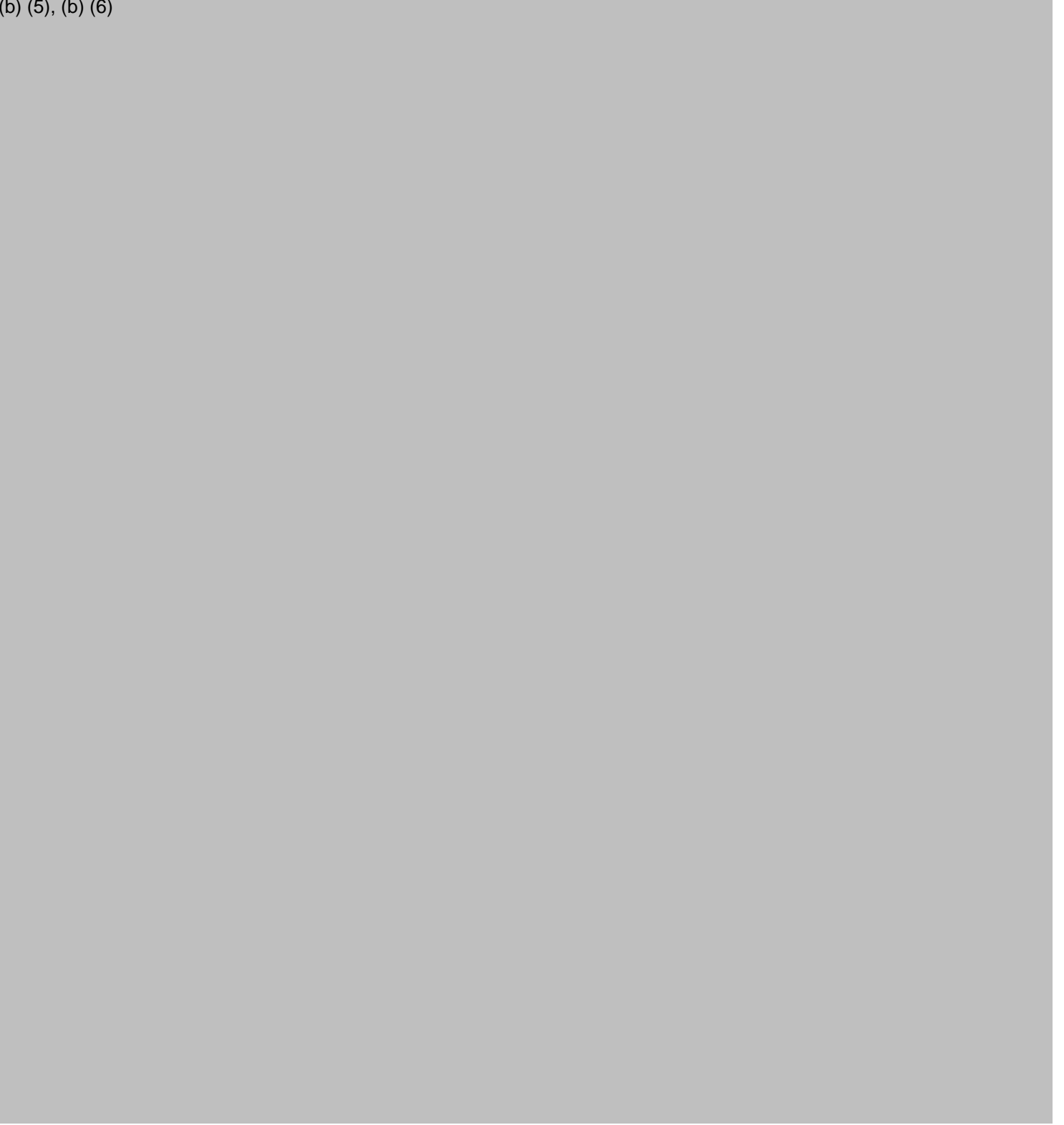
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(b) (5), (b) (6)



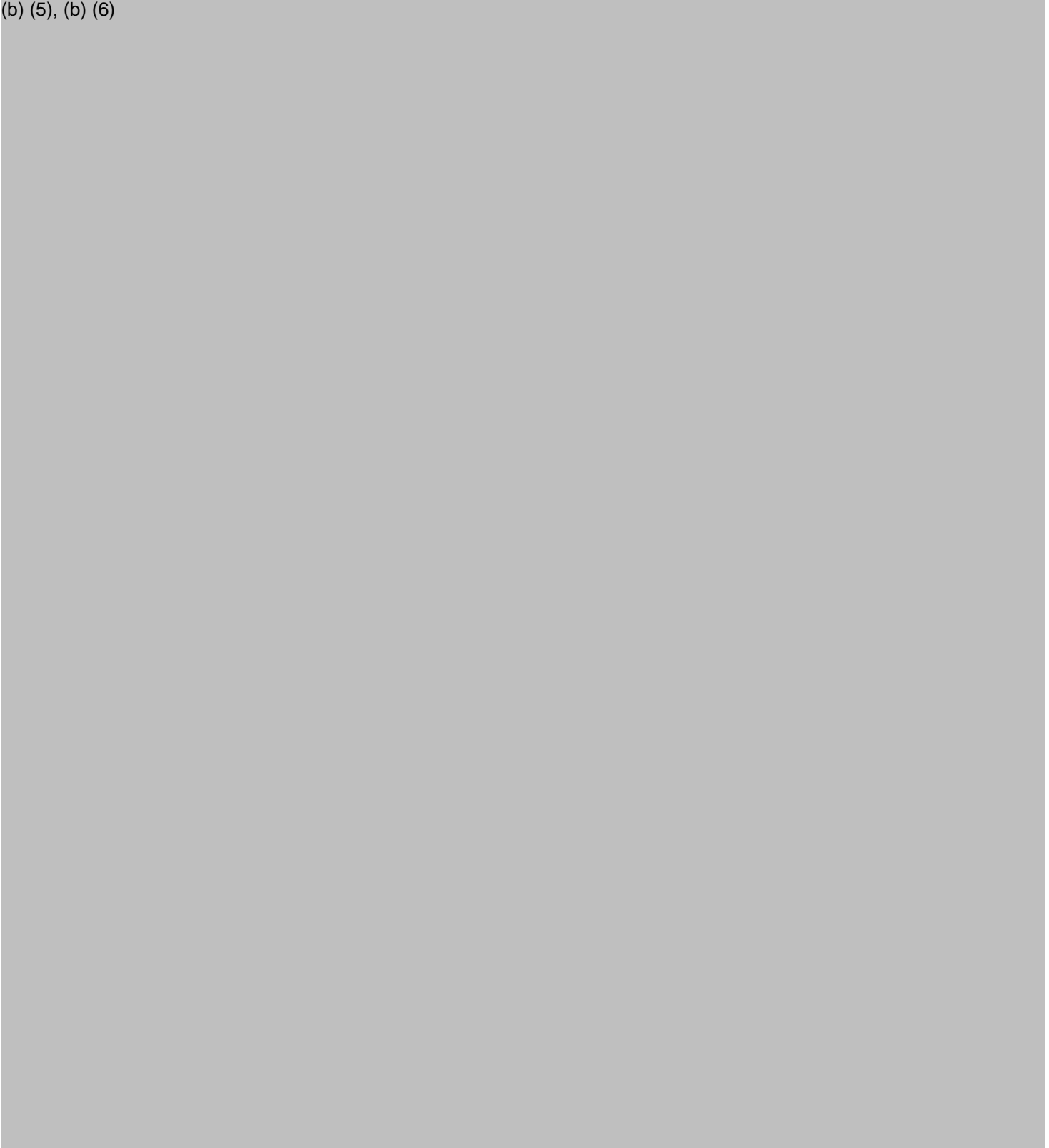
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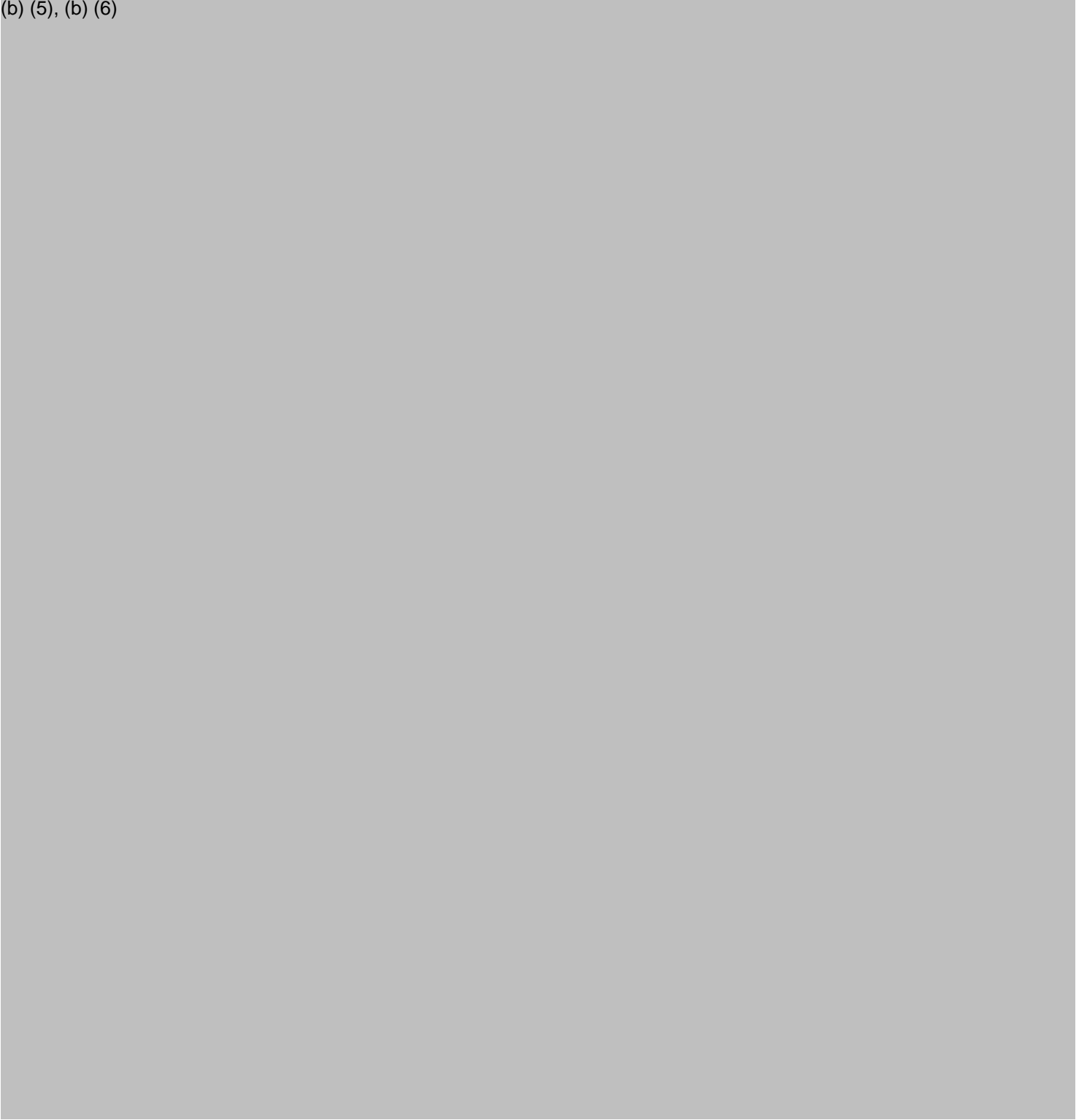
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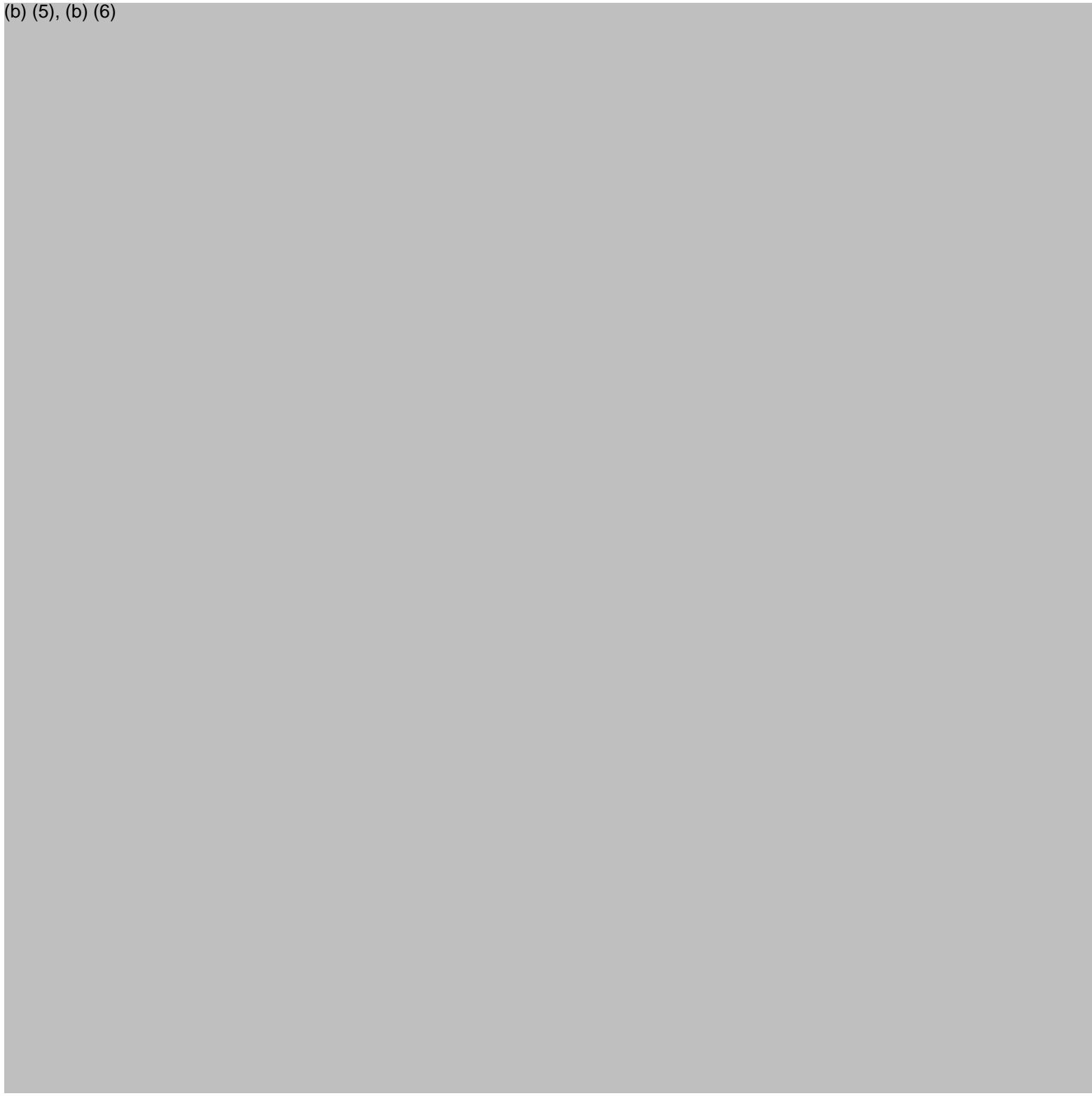
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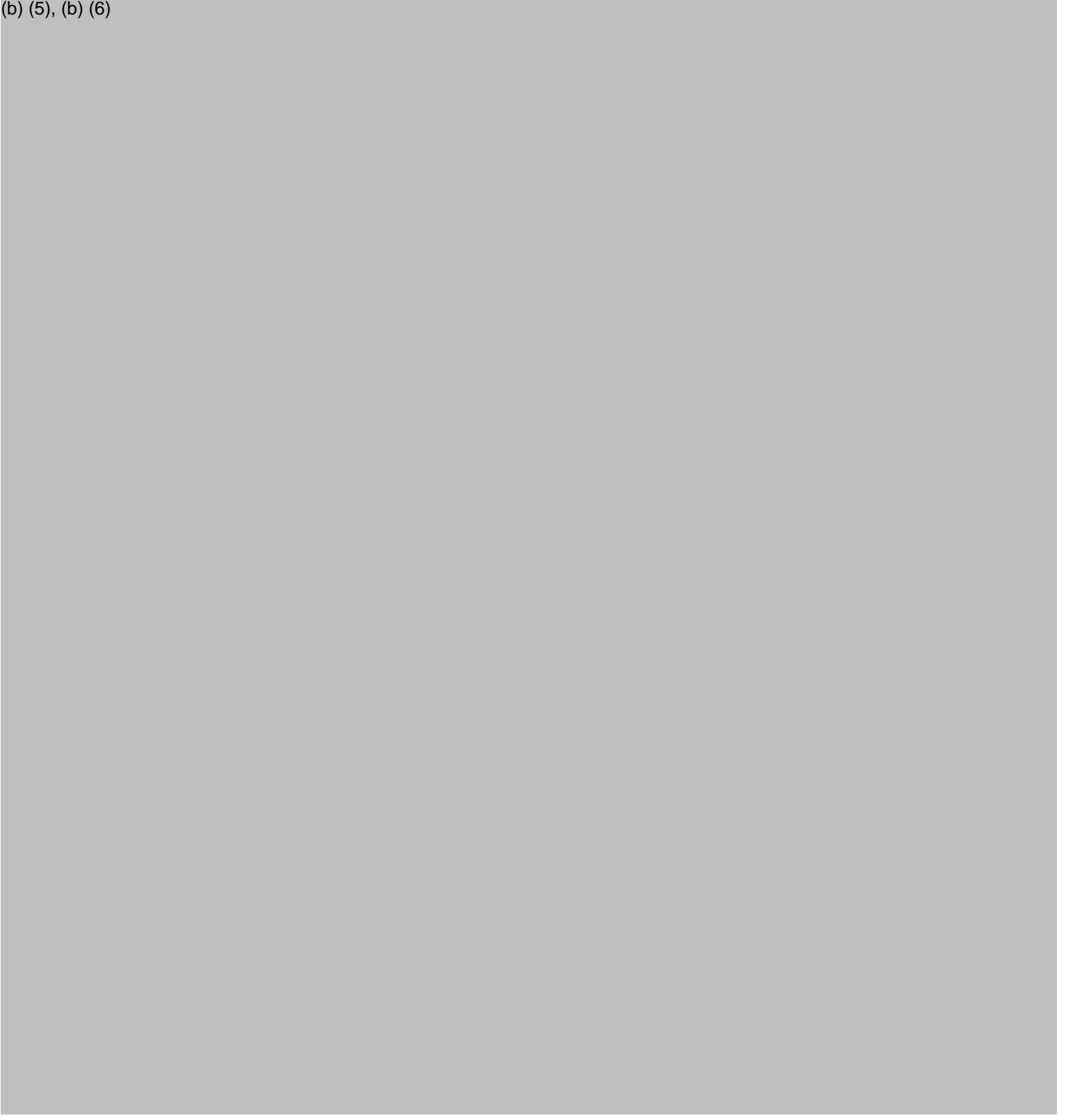
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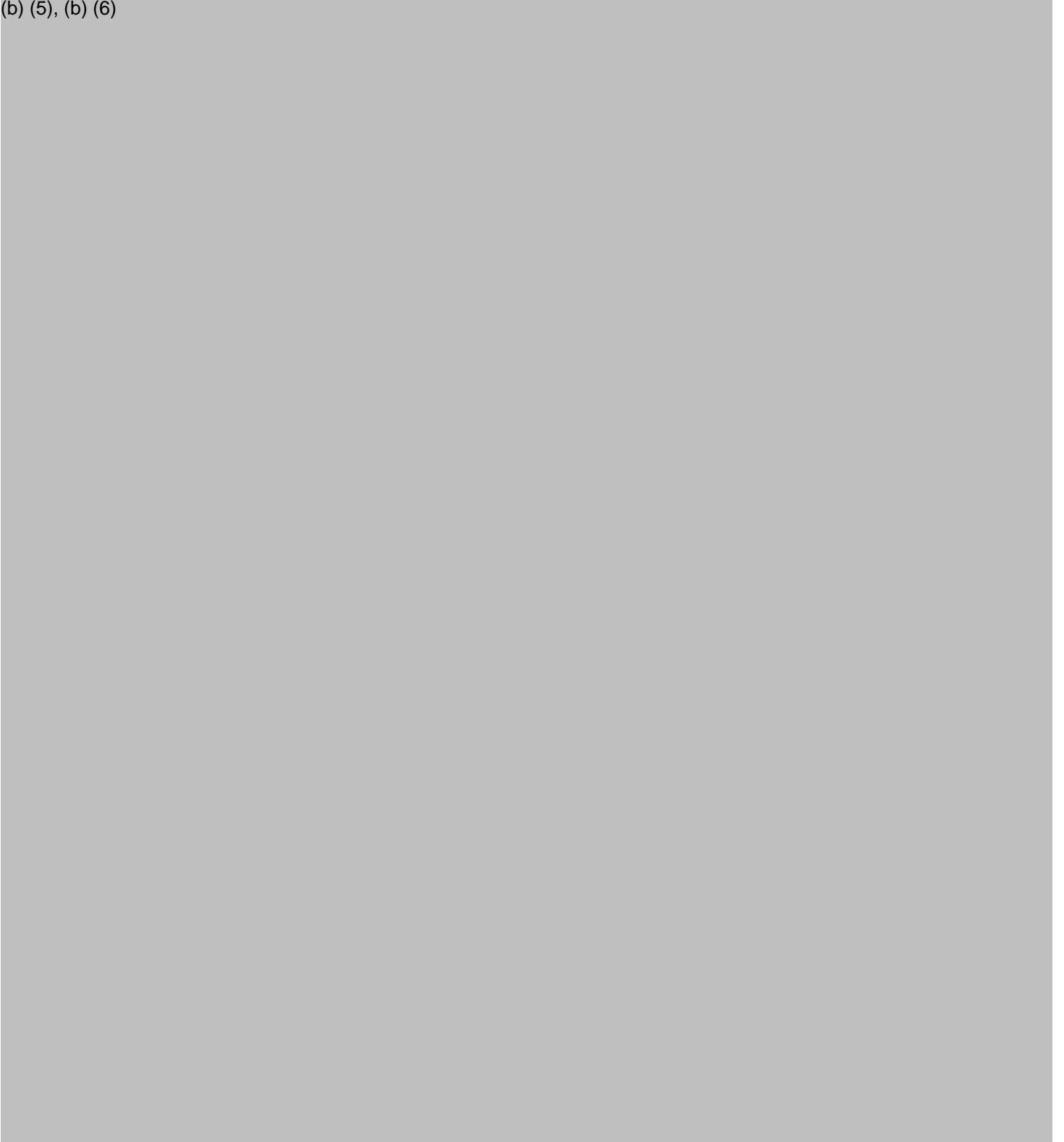
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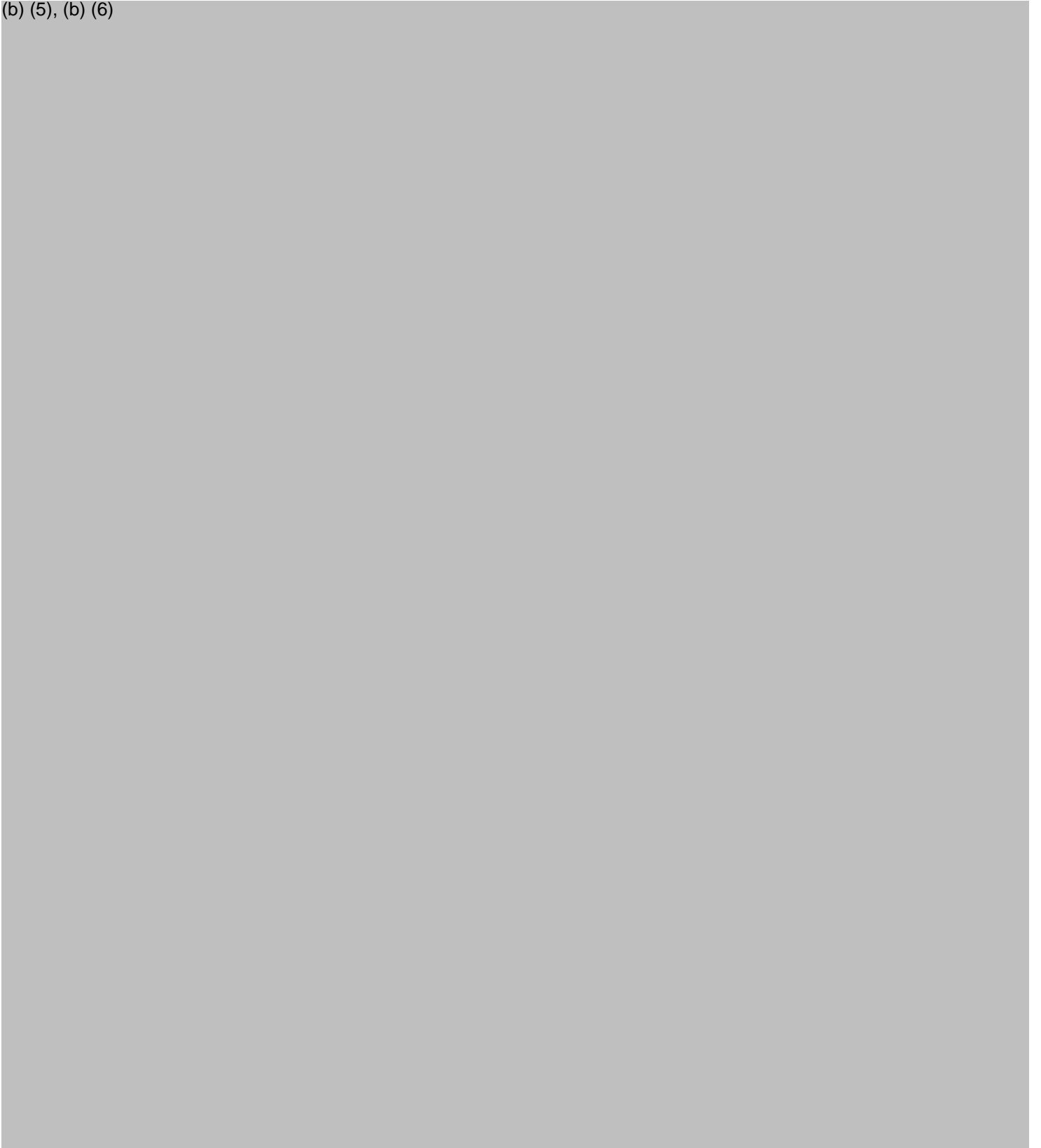
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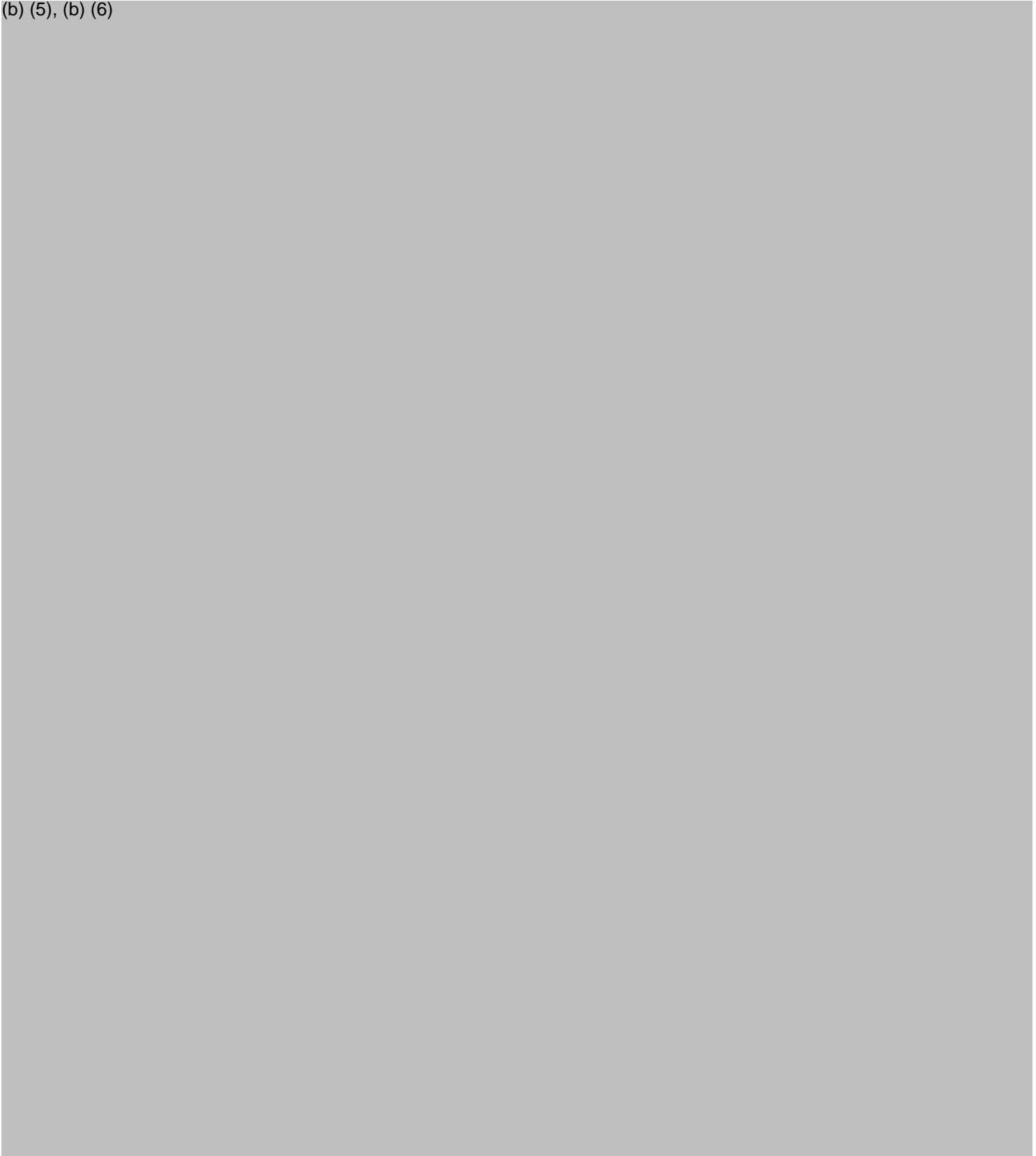
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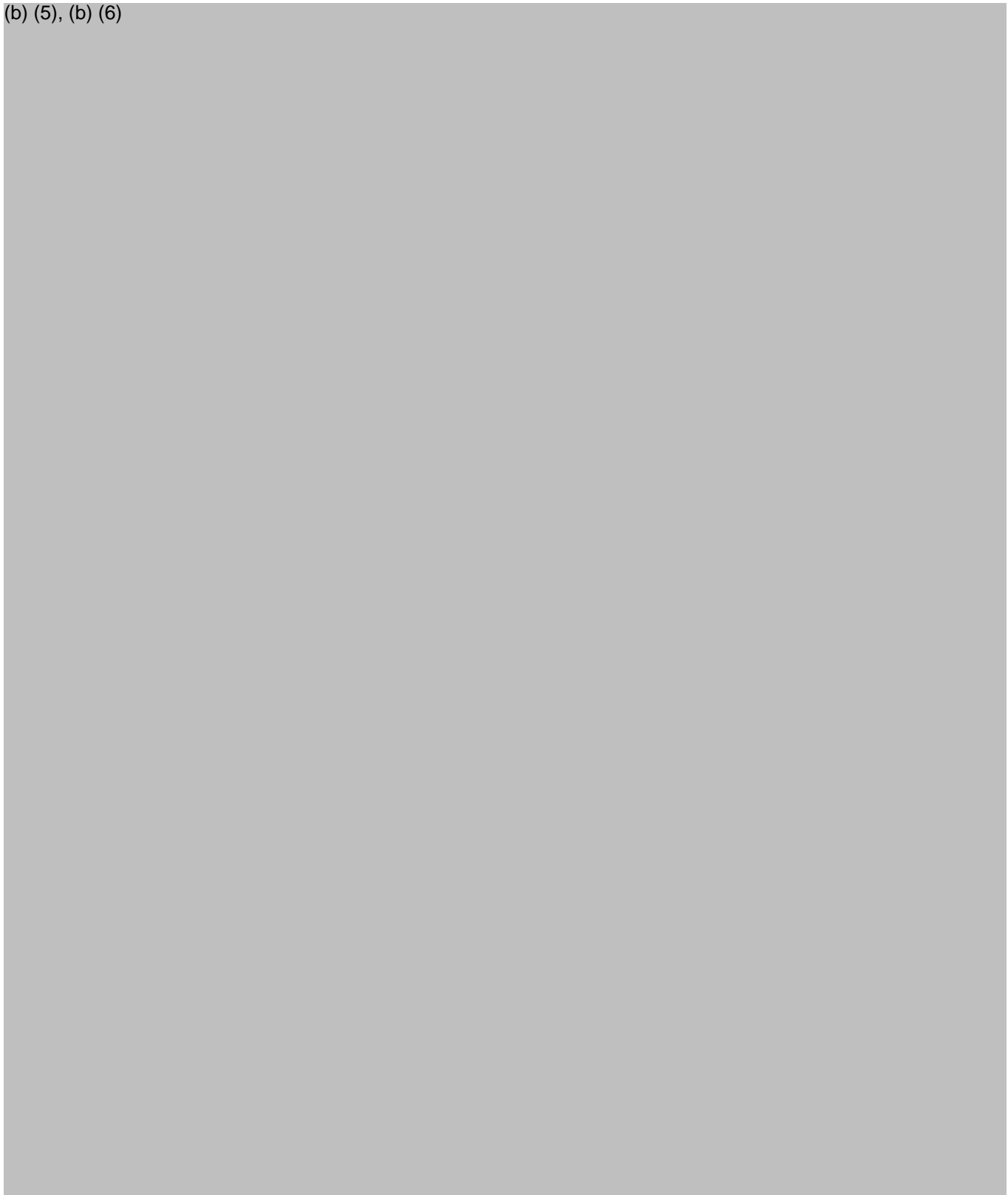
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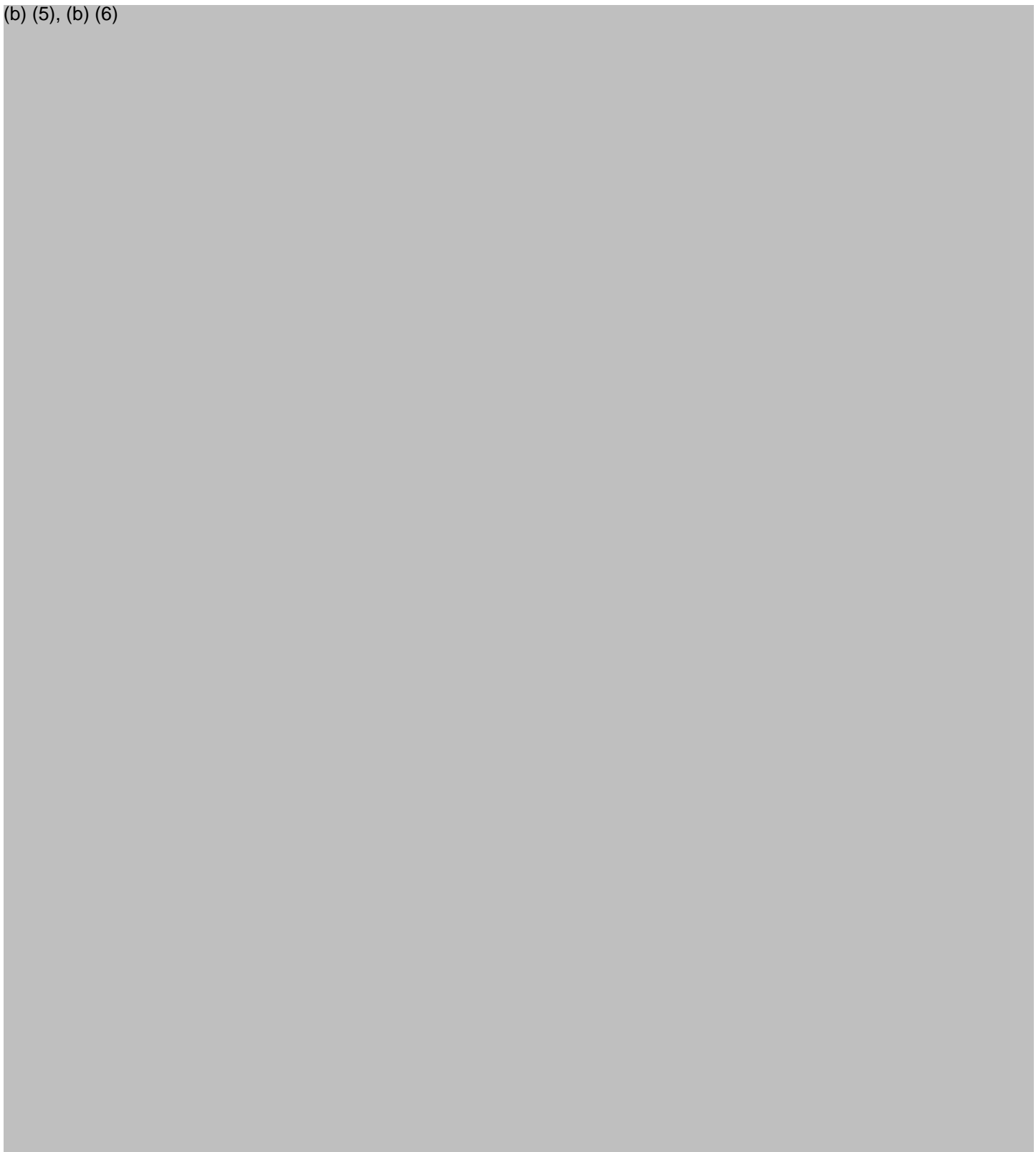
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(b) (5), (b) (6)




(b) (5), (b) (6)



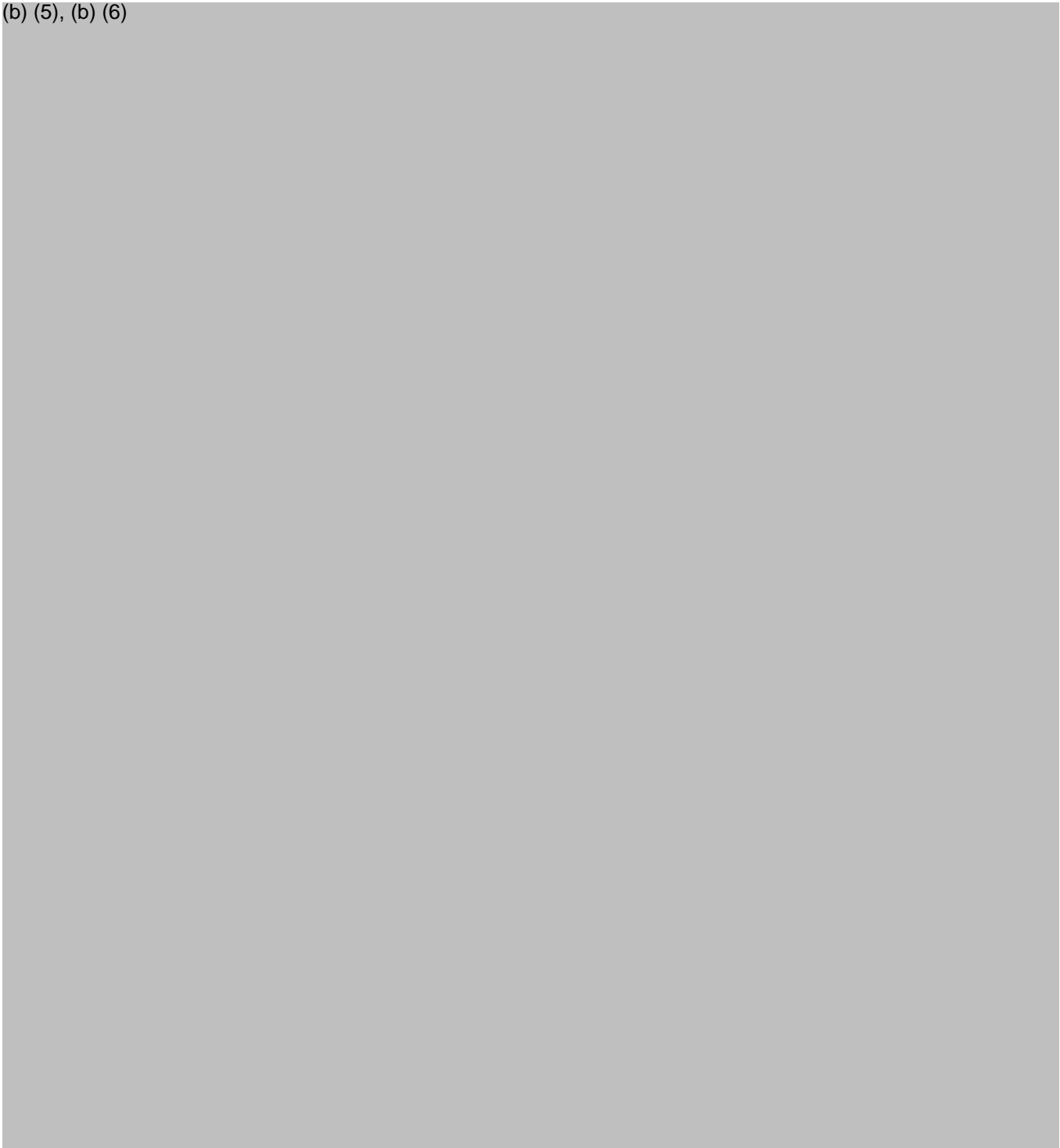
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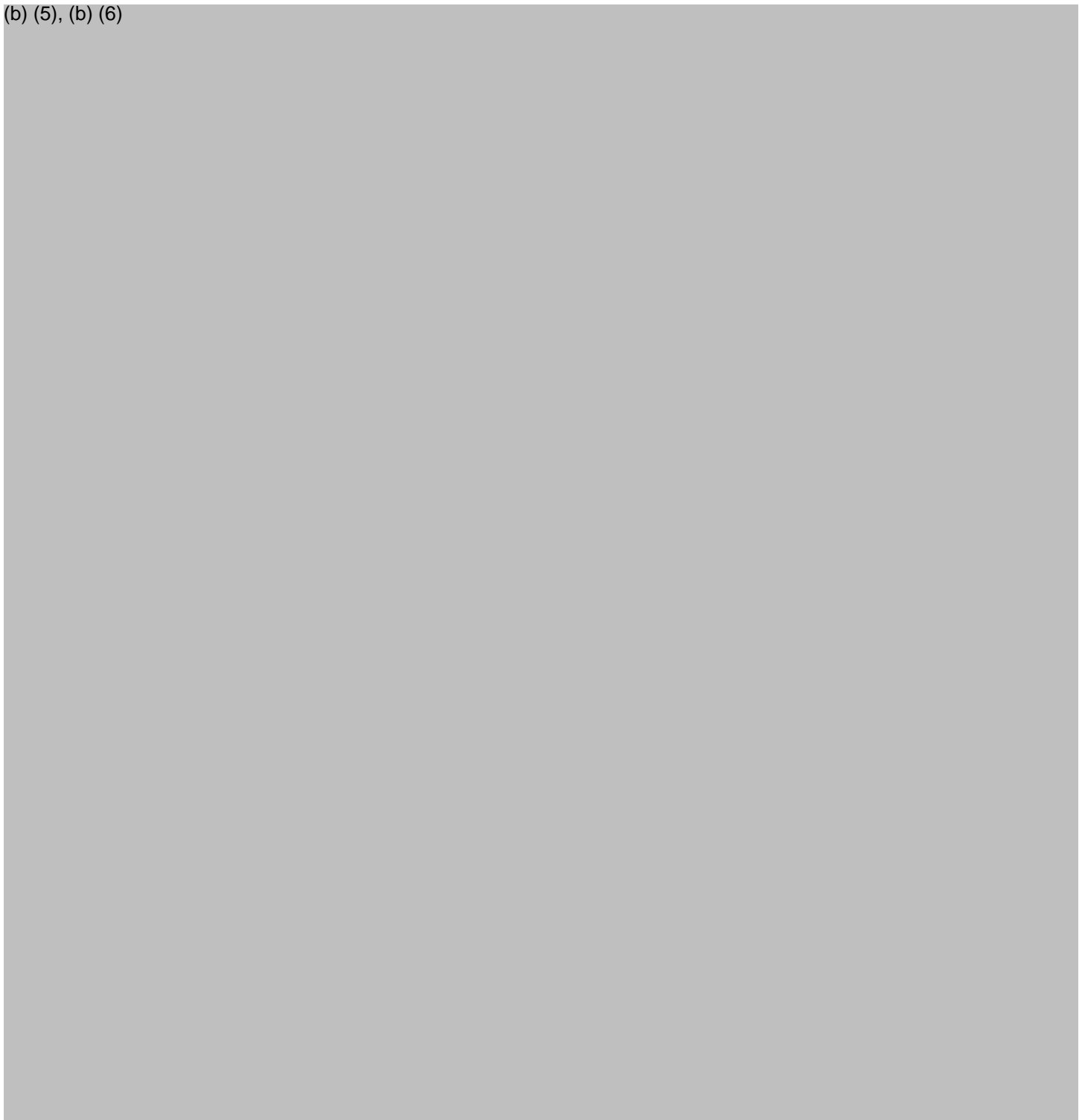
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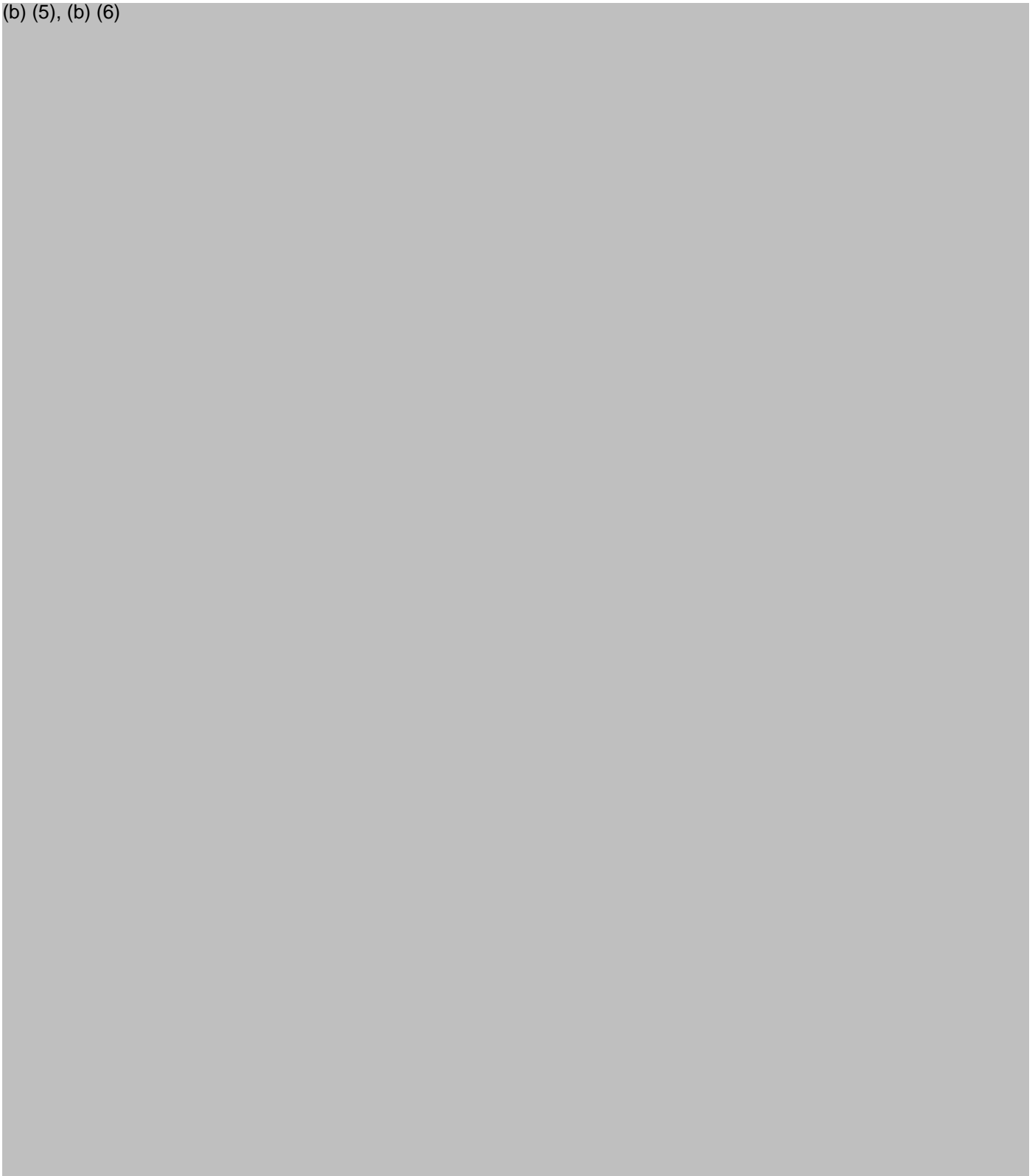
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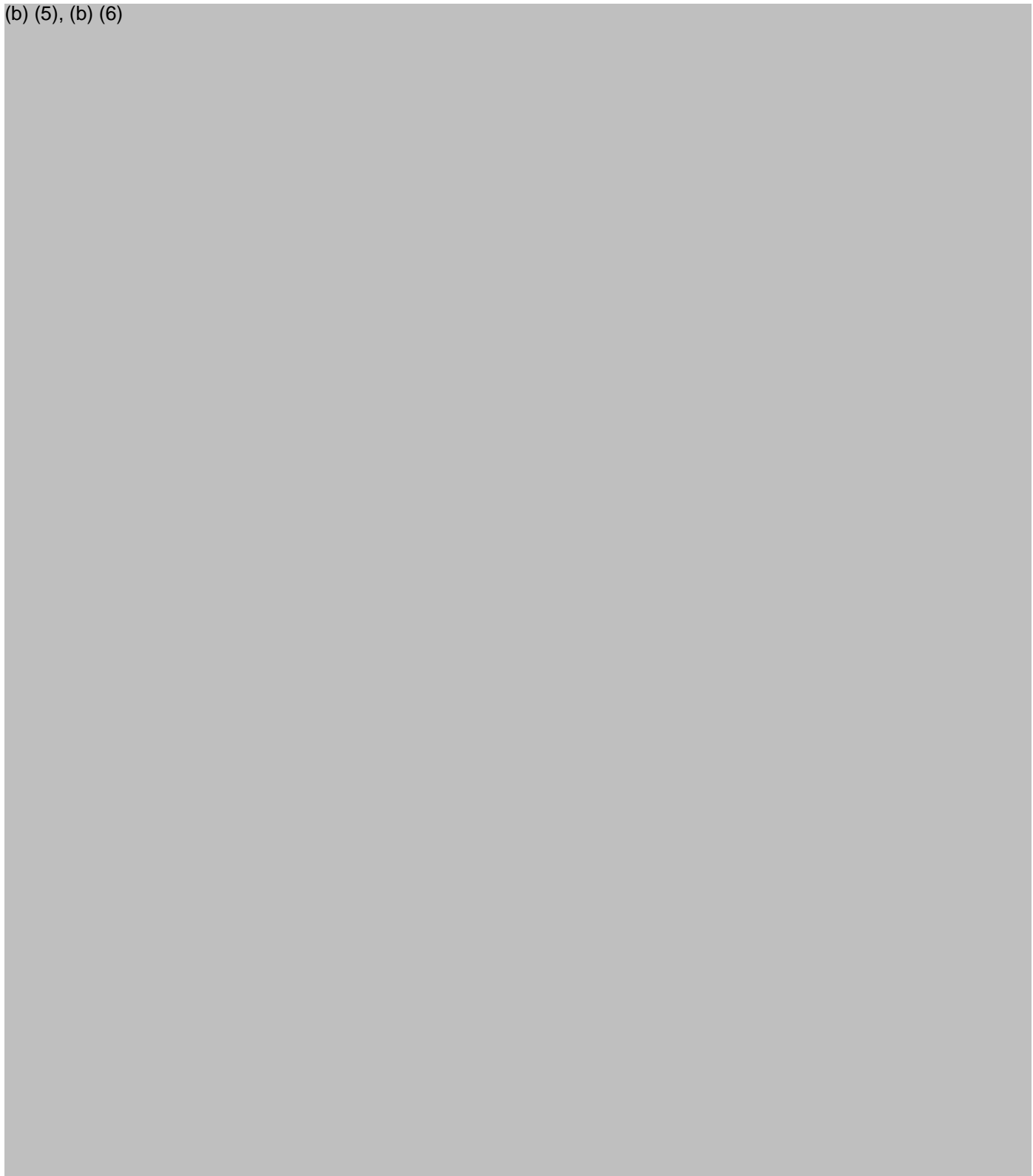
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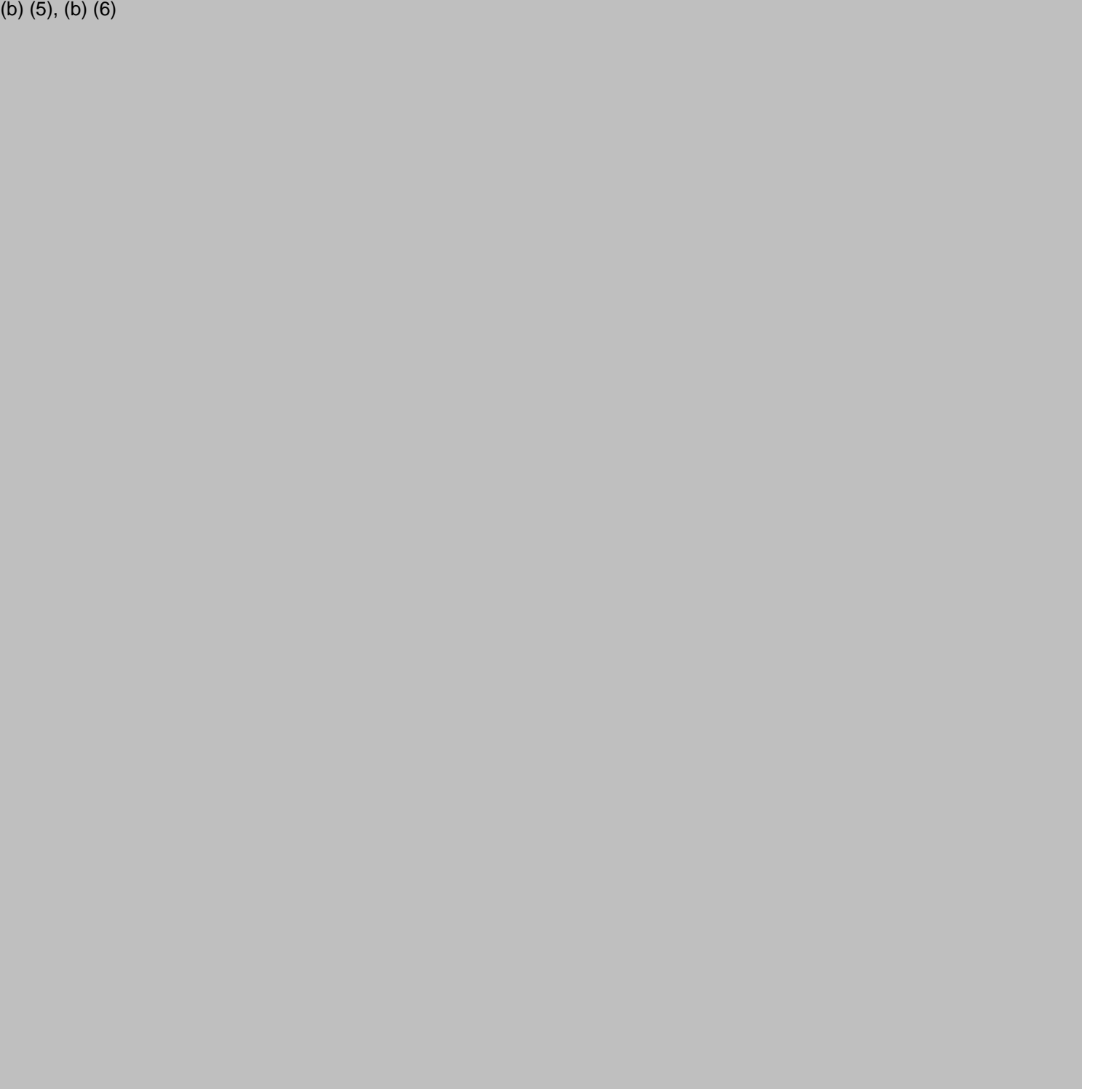
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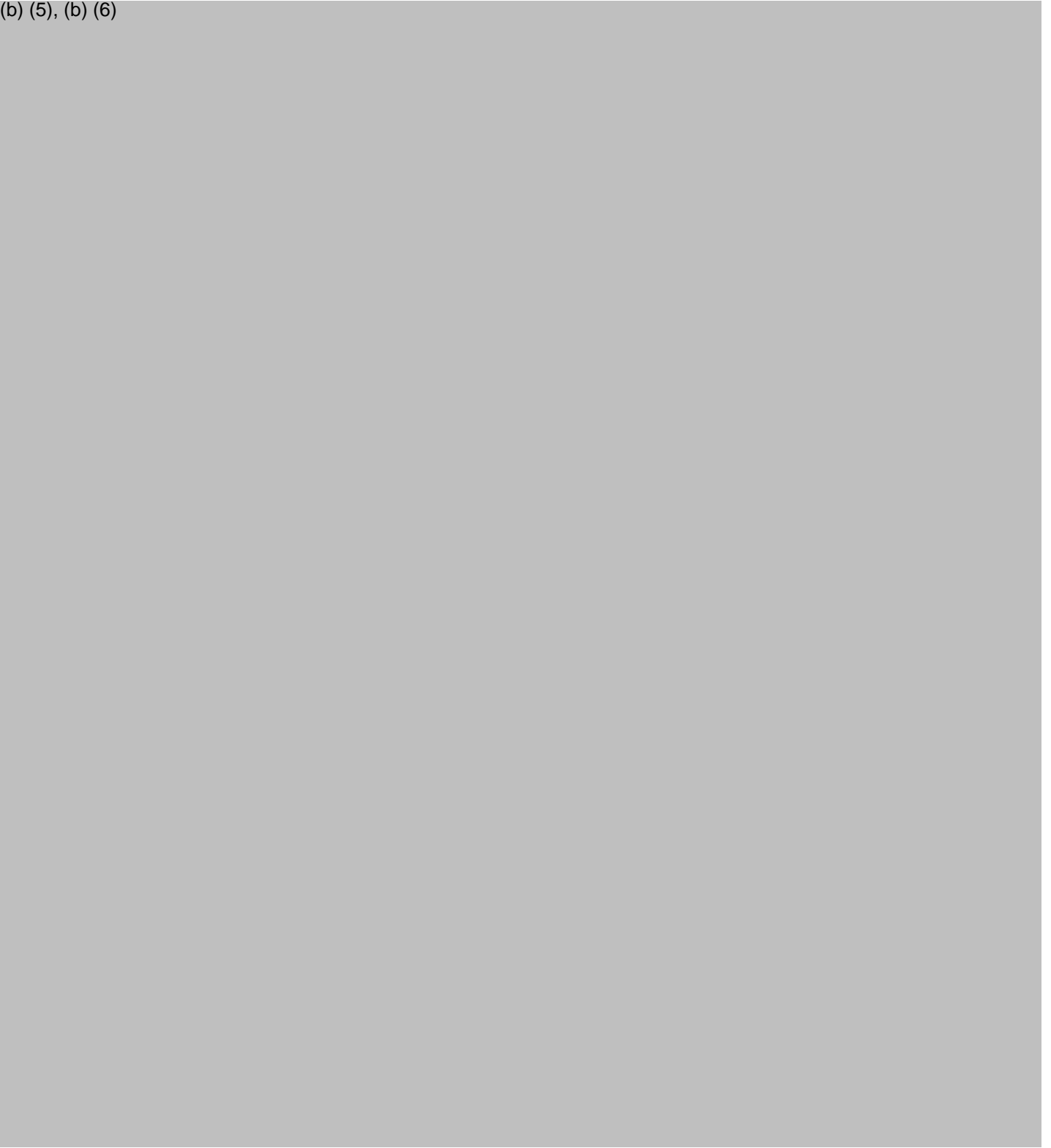
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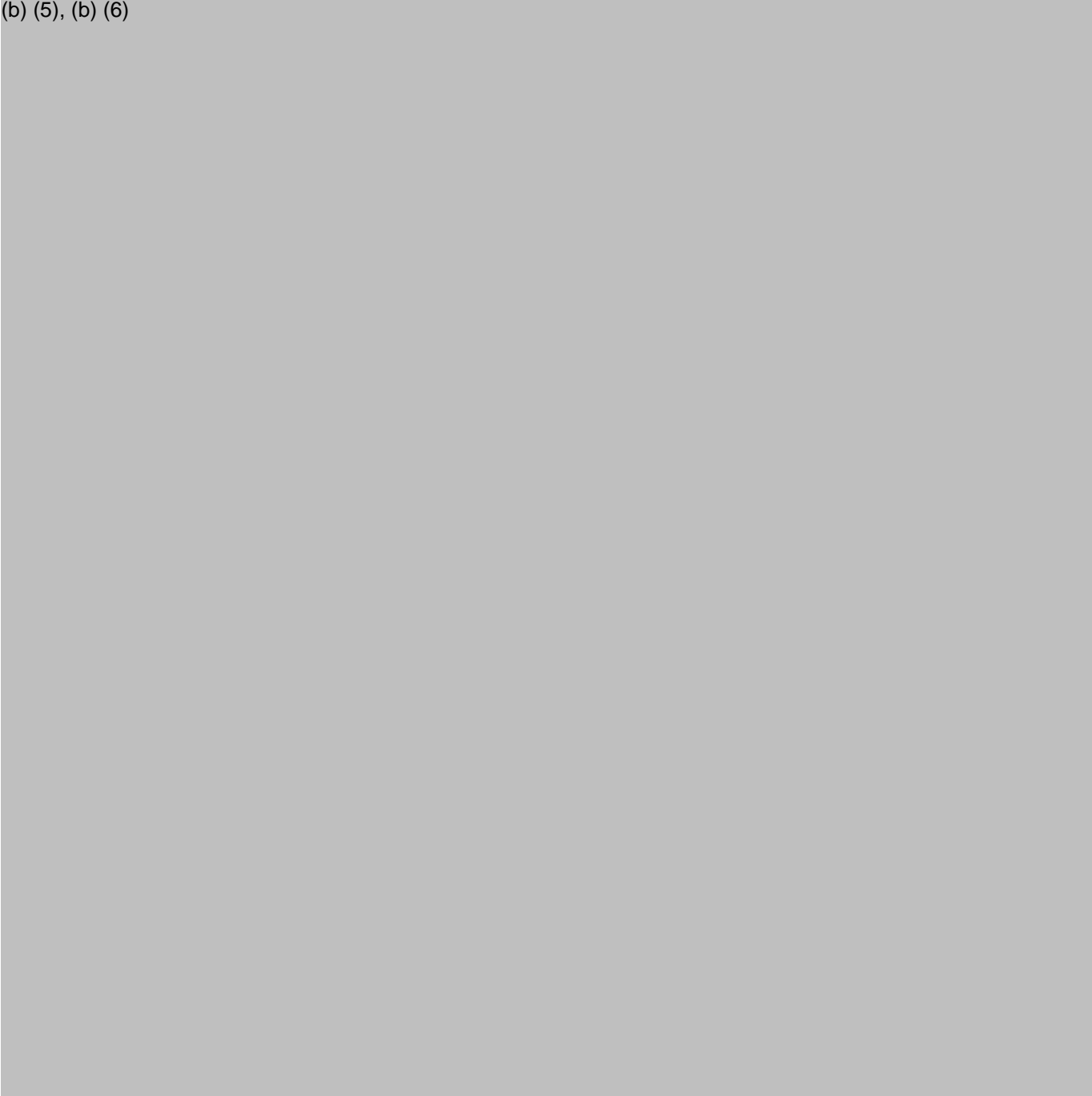
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(b) (5), (b) (6)



(b) (5), (b) (6)





DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY NORTH (FIFTH ARMY)
1837 ARMY BOULEVARD SUITE 102
JBSA-FORT SAM HOUSTON, TEXAS 78234-7800

ARNO-CG (900A)

12 March 2024

MEMORANDUM FOR RECORD

SUBJECT: Safety Investigation Board Appointment Orders

1. References:

- a. AR 385-10, The Army Safety and Occupational Health Program, 24 July 2023.
- b. DA PAM 385-40, Army Mishap Investigations and Reporting, 24 July 2023.

2. Under the provisions of AR 385-10, the following individuals are appointed as the Safety Investigation Board (SIB) members for the Class A, LUH-72 mishap that occurred on 7 March 2024 at Rio Grande City, Texas.

- a. BOARD PRESIDENT: (b) (6) US Army Combat Readiness Center, Fort Novosel, AL 36362
- b. BOARD RECORDER: (b) (6) 1st Armored Division, Fort Bliss, TX 79916
- c. BOARD STANDARDIZATION PILOT: (b) (6) Department of Evaluations and Standards, Western Army Aviation Training Site, AZ 85145
- d. BOARD FLIGHT SURGEON: (b) (6) 1st Armored Division, Fort Bliss, TX 79916
- e. BOARD MATERIAL ADVISOR: (b) (6) CIV, Corpus Christi Army Depot, Naval Air Station Corpus Christi, TX 78419
- f. BOARD TECHNICAL INSPECTOR: (b) (6) 1st Armored Division, Fort Bliss, TX 79916
- g. BOARD ADVISOR: (b) (6) US Army Combat Readiness Center, Fort Novosel, AL 36362

3. The purpose of the mishap investigation is to gather and evaluate evidence, determine causal and/or contributing factors, and prepare findings and recommendations to prevent future mishaps. Individuals will be released from all other duties for full-time participation in the subject investigation.

ARNO-CG (900A)

SUBJECT: Safety Investigation Board Appointment Orders

4. In accordance with the Health Insurance Portability and Accountability Act (HIPAA) (Public Law 104-191 enacted by Congress on 21 August 1996), I delegate my authority as a military commander to members of the SIB to access protected health information about individuals who are Armed Forces personnel when it is deemed necessary by the SIB President to assure the proper investigation of this accident.

5. These appointment orders are subject to subsequent amendment/augmentation to include additional subject matter experts.

6. The point of contact for this action is (b) (6) US Army North Command Safety and Occupational Health Manager, at (b) (6) (b) (6)

(b) (6)

JOHN R. EVANS, JR.
Lieutenant General, USA
Commanding

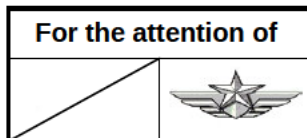
CF:

Commander, US Army Combat Readiness Center
Commander, Joint Task Force – North
Commander, 1st Armored Division

SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Unanticipated right yaw (main rotor rotating counter clockwise), commonly referred to as LTE



AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
BO105	C (C23, CB, CB-4, CB-5), D (DB, DBS, DB-4, DBS-4, DBS-5), S (CS, CBS, CBS-4, CBS-5), LS A-3	CBS-5 KLH, E-4
MBB-BK117	A-1, A-3, A-4, B-1, B-2, C-1, C-2, C-2e, D-2, D-2m	D-2m
EC135	T1, T2, T2+, T3, P1, P2, P2+, P3, EC635 T1, EC635 T2+, EC635 T3, EC635 P2+, EC635 P3, T3H, P3H, EC635 T3H, EC635 P3H	-

Background

Unanticipated yaw is a flight characteristic to which all types of single rotor helicopter (regardless of anti-torque design) can be susceptible at low speed, dependent usually on the direction and strength of the wind relative to the helicopter.

This characteristic was first identified and analyzed in relation to OH-58 helicopters by the US Army, who coined the description "loss of tail rotor effectiveness (LTE)" even though the tail rotor always remained fully serviceable. It is not linked to any failure and has nothing to do with the full loss of tail rotor thrust.

Where this type of unanticipated yaw situation is encountered, it may be rapid and most often will be in the opposite direction of the rotation of the main rotor blades (i.e. right yaw where the blades rotate counterclockwise). Swift corrective action is needed in response otherwise loss of control and possible accident may result.

However, use of the rudder pedal in the first instance may not cause the yaw to immediately subside, thus causing the pilot to make inadequate use of the pedal to correct the situation because he suspects that it is ineffective when, in fact, thrust capability of the tail rotor available to him remains undiminished. "Loss of tail rotor effectiveness" is not, therefore, a most efficient description as it wrongly implies that tail rotor efficiency is reduced in certain conditions.

Understanding unanticipated yaw is important to avoiding it, particularly as it appears to continue to be a contributing factor to some accidents. Therefore, this notice gives detailed information on when the situation may arise, why the tail rotor may wrongly appear to be ineffective, and how to respond in order to maintain full control / recover.

How does Unanticipated Right Yaw occur?

The explanation can be found in a diagram/curve which charts pedal position according to helicopter heading relative to true wind direction (while at trim and in hover). Such a curve exists for each combination of weight, altitude, temperature and wind speed.

An example is provided in **Figure 1**. The well-known critical azimuth, which gives the smallest pedal margin, corresponds in this Figure to about -90° heading (wind coming from the right hand side with respect to the helicopter).

The blue curve corresponds to hover trim conditions. From there, when right pedal is added (i.e. the pedal position moves above the blue curve) the helicopter yaws to the right, and when left pedal is added it yaws to the left (the pedal position moves below the curve).

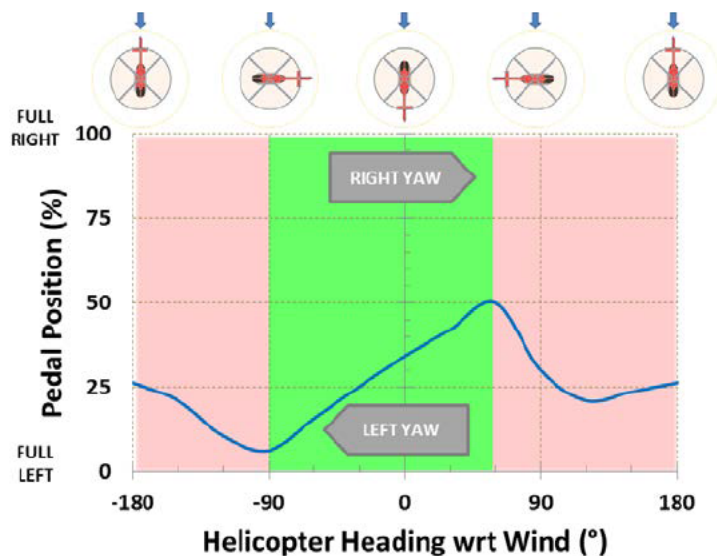


Figure 1: Example of hover pedal curve

Where a headwind is present (green area in **Figure 1**) the helicopter is stable in yaw. If a gust alters the heading of the helicopter, from 0° to -10° for example, the pedal position is now above the curve (the heading was brought to -10° with the pedal position that existed at 0°). The helicopter yaws right until it crosses the trim curve, which happens at the initial 0° heading. Shifted away from the trim position, it comes back to it.

On the opposite side of **Figure 1** the red area represents an area of a yaw instability. When the helicopter is shifted from its trim position, it moves further away until a stable headwind condition is found. This tailwind instability is well known by helicopter pilots who are aware that yaw must be very carefully controlled when the wind approaches from behind (tailwind).

Stabilizing surfaces are installed downstream of the center of gravity. The tail rotor and the fin have this role and are well located for forward flight conditions. In a tailwind, however, their position on the helicopter is not ideal. As a result, they cause yaw instability.

This can be managed as long as the pilot is aware of the wind direction relative to the helicopter. It becomes more difficult when information about wind direction and strength is not available, especially when yaw maneuvering is required. The pilot can reach the upper limit of the stable range (about 60° heading in **Figure 1**) without much advance warning and, as a result, switch from experiencing stable yaw behavior to fully unstable yaw behavior. This can give the pilot the feeling that the helicopter rotates of its own accord - even if though it is the result of his control inputs and the consequence of the change of wind heading on tail rotor thrust.

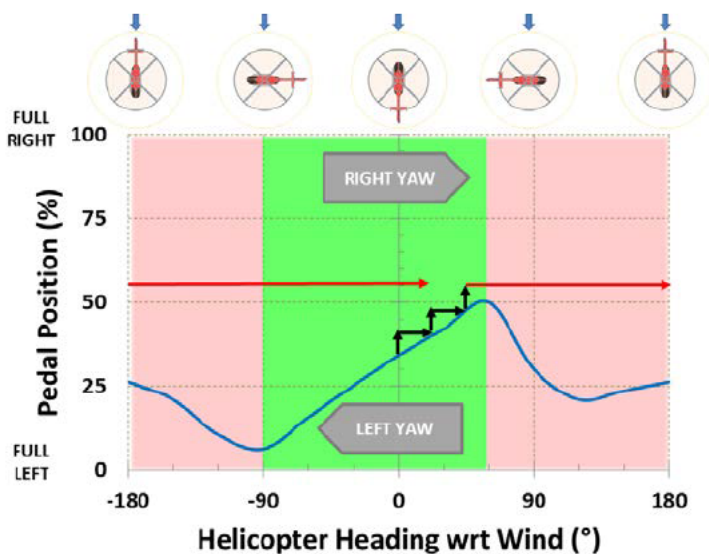


Figure 2: Starting an Unanticipated Right Yaw

position beyond the highest point of the pedal curve. This means a nose-right rotation will occur, as indicated by a red arrow. As the trim curve is never reached, however, rotation of the helicopter (i.e. spinning) will not stop unless left pedal is added. On the basis of the previous behavior of the helicopter, a 20° heading step with a limited yaw rate was expected. On the third pedal step, however, spinning is reached, with strong yaw acceleration. This is the "uncommanded rapid yaw rate which does not subside of its own accord" which defines unanticipated yaw.

The gap between the current pedal position (red arrow) and the blue trim curve gives an indication of the encountered yaw rate. In the **Figure 2** example, after passing the maximum of the blue curve (about 60° heading), that gap increases drastically. It is not due to a pedal input, but to a trim position that is moving away. The pilot has no indication of this changing trim position and the resulting yaw acceleration is therefore wrongly perceived as being uncommanded, attributable to some external factor.

This is not the only way unanticipated yaw can start. Under-monitoring of the helicopter's yaw axis behavior while at low speed in tailwind conditions can lead to the same result. It would depend on the direction of the initial wind disturbance and should be equally distributed between right and left rotations. The same problem demonstrated in **Figure 2** can also appear on the other side of the stability range (circa -90° heading). The unanticipated yaw developing there can only be to the left.

Most instances of unanticipated yaw which lead to accidents are to the right when the main rotor rotates counterclockwise. This shows that the main problem is not a tailwind or wind in the vicinity of the critical azimuth, where the pedal coming close to the 0% stop gives a clear warning. The main problem area for unanticipated right yaw is on the other side of the stability range, when the pedal position is much more benign.

This is illustrated in the graph in **Figure 2**. Starting from 0° wind heading, a right pedal step is made (indicated by a vertical black arrow). This brings the control position above the trim curve and the helicopter therefore rotates to the right until it crosses the trim curve, where it stops. In headwind conditions, pedal provides an attitude command: a control step mainly produces a heading step.

A second right pedal step is included in **Figure 2**. It has a similar effect to the first pedal step, leading to a second heading step.

When a third right pedal step is made with the same amplitude, the same heading change in the order of 20° can be anticipated, but unexpectedly this third step brings the pedal

Why does the tail rotor appear to be ineffective?

Following unanticipated right yaw occurrence depicted in **Figure 2**, three recovery strategies have been plotted in **Figure 3**. Here, the pilot is assumed to have been caught unaware by the helicopter's behavior and reacted late in the vicinity of a 90° heading.

No control input (as shown by the red line), or a very small control input based on the tail rotor efficiency as perceived prior to the event, is not an option for the pilot. It cannot stop the yawing.

A large and slow input (as shown by the yellow line) can zero the yaw rate, but halting it will occur quite late. The trim curve is only crossed 270° after the step input. This can appear to be a very long time to any pilot who does not appreciate what is happening. This is why the tail rotor can seem ineffective: large but slow inputs make a clearly visible effect only at the end of a 360° rotation.

A large and rapid input is represented by the green line. The yaw stops much more quickly, but the trim is found in the unstable tailwind range. The heading must be closely monitored and headwind conditions recovered as soon as practicable. For example, in one accident recorded by video, a decreasing yaw rate could be seen, followed by further acceleration, indicating that the pilot seemed to have been unknowingly affected twice by unanticipated yaw.

The key feature of an unanticipated right yaw recovery is large amplitude left pedal input. Recovery may not be immediate, but will occur if the pilot persists in maintaining left pedal. In some instances, the pilot re-centered the pedal before entering again a left pedal input. This cannot help and only delays recovery from the yaw. If the yaw deceleration is not enough, more left pedal must be added, reaching the pedal end-stop if necessary.

The most probable reason for accidents following unanticipated yaw events is a late and too limited pedal input. The pedal curve shows that this cannot stop the yaw in the short term. During an unanticipated yaw event, the tail rotor remains fully effective and provides the best chance to recover. Yaw rate and wind conditions reduce its thrust if it is at a constant pitch. There must be counterbalance by a huge pitch increase. The only warning the pilot may get of potential loss of control is the onset of unanticipated yaw.

The apparent lack of efficiency of a limited pedal input can lead to misinterpretation of an unanticipated yaw as a full loss of tail rotor thrust (for example, as would be the case after rupture of the tail rotor drive). The symptom (unexpected intense right yaw) is similar and the short term response to a small and late pedal input is almost zero for both. Only full left pedal input will make the required difference and enable the pilot to identify whether he is experiencing unanticipated yaw or full loss of tail rotor thrust (due to malfunction) and, as a result, enable him to take the most appropriate action. If full left pedal has no effect on the yaw, it is clear that there has been a definite full loss of thrust, necessitating an immediate landing. If, however, full left pedal decelerates the yaw, it becomes clear that the issue is unanticipated yaw in character, which necessitates staying well clear of the ground and obstacles until a full recovery has been achieved.

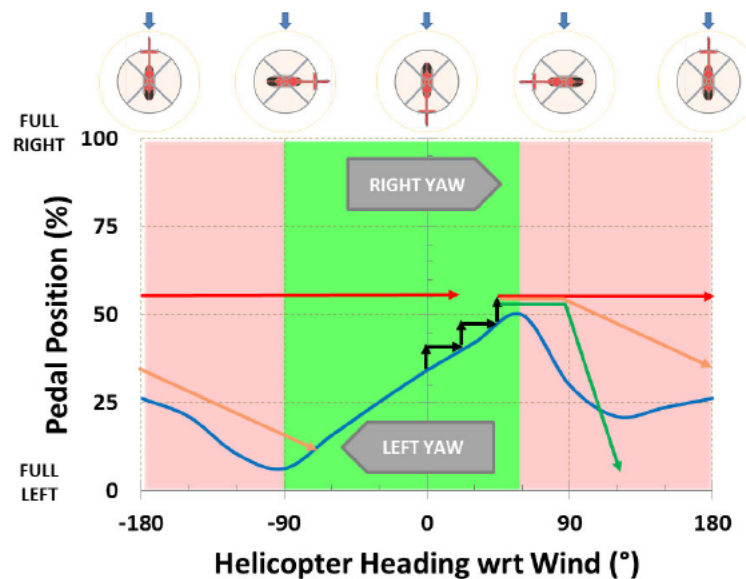


Figure 3: Recovering from an Unanticipated Right Yaw

Unanticipated yaw when performance limited

In pure hover, about 10 % of the total power is spent on the tail rotor. Applying full left pedal can more than triple the tail rotor power consumption. When the helicopter is power-limited (engine or MGB torque limit), it is possible that full pedal cannot be reached while staying inside the helicopter's performance limitations. If the power is available, applying full left pedal means an over-torque resulting in only maintenance actions rather than loss of control and possible accident. If a hard power limitation exists (MGB torque limit or engine limit monitored by the engine FADEC), the additional power required on the tail rotor can be unavailable. This will result in RPM droop, which further increases the need for anti-torque while impairing the tail rotor thrust capability.

Most unanticipated yaw accidents do not occur in performance-limited conditions and, therefore, allow using full left pedal to secure a straightforward recovery. Be aware, however, that when performance is limited, prevention of unanticipated yaw occurrence becomes even more important (3 first points in the next paragraph).

What to do?

- Take particular care when wind comes from the left side or forward-left quadrant. Do not fly unnecessarily in those conditions.
- Prefer, as much as possible, yaw maneuvers to the left, especially in performance-limited conditions. It is easier to monitor the torque demand at the start of the maneuver than when responding to an abrupt unanticipated yaw.
- To make a yaw maneuver, apply a low angular rate of turn and closely monitor it. Yaw acceleration will be more obvious than during an aggressive maneuver.
- If unanticipated yaw occurs, react immediately and with large amplitude opposite pedal input. Be ready to use full pedal, if necessary. Do not limit yourself to what you feel sufficient, your feeling can be wrong. Never bring the pedal back to neutral before the yaw is stopped.



**DEPARTMENT OF THE AIR FORCE
26TH OPERATIONAL WEATHER SQUADRON (ACC)
50 VANDENBERG AVE
BARKSDALE AFB LA 71110**

22 March 2024

MEMORANDUM FOR RECORD

FROM: 26th OPERATIONAL WEATHER SQUADRON

SUBJECT: Weather Conditions During UH-72 Mishap 8 March 2024

1. These were the weather conditions on 8 March 2024 from 1300L to 1600L. The surface observation sites along the route of the aircraft are from the non-military owned meteorological observing system at South Texas International Airport in Edinburg (KEBG) and McAllen International Airport (KMFE). These sites are approximately 40 miles from the reported aircraft mishap location. At KEBG, sustained wind speeds ranged from 7 kts to 17 kts (8 mph to 19.6 mph) with gusts up to 23 kts (26.5 mph). The visibility was unrestricted with no present weather conditions (i.e. thunderstorms, rain, etc.), and there were no cloud ceilings. Temperatures ranged from 29°C (84.2°F) to 31°C (87.8°F). Similar conditions were reported at KMFE. At KMFE, sustained wind speeds ranged from 12 kts (13.8 mph) to 18 kts (20.7 mph) with gusts up to 28 kts (32.2 mph). The visibility was unrestricted with no present weather conditions, as well as no cloud ceilings. Temperatures ranged from 29°C (84.2°F) to 31°C (87.8°F). Light to moderate turbulence was forecast from the surface to 18,000 ft along the route. Below are the hourly weather observations for KEBG and KMFE during this time for reference.

8/1300L

KEBG 081855Z AUTO 36017G21KT 10SM SCT038 29/19 A2973 RMK AO2

KMFE 081853Z 34016G24KT 10SM CLR 29/19 A2974 RMK AO2 SLP070 T02940189

8/1400L

KEBG 081955Z AUTO 36015G21KT 10SM FEW045 30/17 A2970 RMK AO2 PRESFR

KMFE 081953Z 35012KT 10SM CLR 30/18 A2972 RMK AO2 SLP061 T03000183

8/1500L

KEBG 082055Z AUTO 01014KT 10SM CLR 31/11 A2969 RMK AO2

KMFE 082053Z 01018G23KT 10SM CLR 31/11 A2970 RMK AO2 PK WND 03026/2028
SLP057 T03060111 58016

CUI

8/1600L

KEBG 082155Z AUTO 36007KT 10SM CLR 31/09 A2968 RMK AO2

KMFE 082153Z 35012KT 10SM CLR 31/08 A2969 RMK AO2 SLP053 T03110083

2. If you have any questions, please contact us (b) (6)

(b) (6)

CUI

ForeFlight Mobile - NavLog

From	To	Course	Totals	Leg
KEBG	25.86°N/97.43°W	130°M	51 nm	51 nm
25.86°N/97.43°W	25.89°N/97.47°W	309°M	54 nm	3 nm
25.89°N/97.47°W	25.89°N/97.50°W	275°M	56 nm	2 nm
25.89°N/97.50°W	25.91°N/97.53°W	310°M	58 nm	2 nm
25.91°N/97.53°W	25.92°N/97.53°W	10°M	58 nm	0 nm
25.92°N/97.53°W	25.92°N/97.53°W	20°M	58 nm	0 nm
25.92°N/97.53°W	25.99°N/97.61°W	309°M	64 nm	6 nm
25.99°N/97.61°W	26.03°N/97.66°W	315°M	68 nm	4 nm
26.03°N/97.66°W	26.03°N/97.76°W	264°M	73 nm	5 nm
26.03°N/97.76°W	26.08°N/98.13°W	275°M	93 nm	20 nm
26.08°N/98.13°W	26.09°N/98.14°W	301°M	94 nm	1 nm
26.09°N/98.14°W	26.09°N/98.24°W	271°M	99 nm	5 nm
26.09°N/98.24°W	26.09°N/98.25°W	254°M	100 nm	1 nm
26.09°N/98.25°W	26.10°N/98.26°W	294°M	101 nm	1 nm
26.10°N/98.26°W	26.10°N/98.27°W	270°M	101 nm	0 nm

26.10°N/98.27°W	26.10°N/98.27°W	283°M	101 nm	----	----	0 nm	----	----
26.10°N/98.27°W	26.10°N/98.27°W	9°M	102 nm	----	----	0 nm	----	----
26.10°N/98.27°W	26.13°N/98.26°W	14°M	103 nm	----	----	1 nm	----	----
26.13°N/98.26°W	26.14°N/98.32°W	279°M	107 nm	----	----	3 nm	----	----
26.14°N/98.32°W	26.16°N/98.33°W	335°M	108 nm	----	----	2 nm	----	----
26.16°N/98.33°W	26.26°N/98.60°W	289°M	124 nm	----	----	16 nm	----	----
26.26°N/98.60°W	26.37°N/98.86°W	291°M	139 nm	----	----	15 nm	----	----
26.37°N/98.86°W	26.37°N/98.86°W	275°M	139 nm	----	----	0 nm	----	----
26.37°N/98.86°W	26.37°N/98.89°W	264°M	141 nm	----	----	2 nm	----	----
26.37°N/98.89°W	26.39°N/98.92°W	314°M	143 nm	----	----	2 nm	----	----
26.39°N/98.92°W	26.39°N/98.92°W	298°M	143 nm	----	----	0 nm	----	----

2024-03-12 16:26:10 +0000

ForeFlight Mobile - NavLog

From	To	Course	Totals	Leg
KEBG	25.86°N/97.43°W	130°M	51 nm	51 nm
25.86°N/97.43°W	25.89°N/97.47°W	309°M	54 nm	3 nm
25.89°N/97.47°W	25.89°N/97.50°W	275°M	56 nm	2 nm
25.89°N/97.50°W	25.91°N/97.53°W	310°M	58 nm	2 nm
25.91°N/97.53°W	25.92°N/97.53°W	10°M	58 nm	0 nm
25.92°N/97.53°W	25.92°N/97.53°W	20°M	58 nm	0 nm
25.92°N/97.53°W	25.99°N/97.61°W	309°M	64 nm	6 nm
25.99°N/97.61°W	26.03°N/97.66°W	315°M	68 nm	4 nm
26.03°N/97.66°W	26.03°N/97.76°W	264°M	73 nm	5 nm
26.03°N/97.76°W	26.08°N/98.13°W	275°M	93 nm	20 nm
26.08°N/98.13°W	26.09°N/98.14°W	301°M	94 nm	1 nm
26.09°N/98.14°W	26.09°N/98.24°W	271°M	99 nm	5 nm
26.09°N/98.24°W	26.09°N/98.25°W	254°M	100 nm	1 nm
26.09°N/98.25°W	26.10°N/98.26°W	294°M	101 nm	1 nm
26.10°N/98.26°W	26.10°N/98.27°W	270°M	101 nm	0 nm

26.10°N/98.27°W	26.10°N/98.27°W	283°M	101 nm	----	----	0 nm	----	----
26.10°N/98.27°W	26.10°N/98.27°W	9°M	102 nm	----	----	0 nm	----	----
26.10°N/98.27°W	26.13°N/98.26°W	14°M	103 nm	----	----	1 nm	----	----
26.13°N/98.26°W	26.14°N/98.32°W	279°M	107 nm	----	----	3 nm	----	----
26.14°N/98.32°W	26.16°N/98.33°W	335°M	108 nm	----	----	2 nm	----	----
26.16°N/98.33°W	26.26°N/98.60°W	289°M	124 nm	----	----	16 nm	----	----
26.26°N/98.60°W	26.37°N/98.86°W	291°M	139 nm	----	----	15 nm	----	----
26.37°N/98.86°W	26.37°N/98.86°W	275°M	139 nm	----	----	0 nm	----	----
26.37°N/98.86°W	26.37°N/98.89°W	264°M	141 nm	----	----	2 nm	----	----
26.37°N/98.89°W	26.39°N/98.92°W	314°M	143 nm	----	----	2 nm	----	----
26.39°N/98.92°W	26.39°N/98.92°W	298°M	143 nm	----	----	0 nm	----	----

2024-03-12 16:26:10 +0000

H-72A PERFORMANCE PLANNING CARD					
Point Name: DEP		DEPARTURE			
Aircraft GWT	3342	kgs	Max PA:	250	ft
	7368	lbs	PA:	100	ft
Zero Fuel Weight	2707	kgs	Max FAT:	32	°C
	5968	lbs	FAT:	30	°C
Max TQ Avail AEO		*105* %			
		IGE		CGE	
Max GWT	3584 kgs		3584 kgs		
	7903 lbs		7903 lbs		
GO/NO GO TQ		76 %		76 %	
Max GWT OGE W/MCP	3137	kgs	6917	lbs	
Predicted Hover TQ		69 %			
		H/V Altitude (AGL)		166	
Point Name: CLK		CRUISE			
Aircraft GWT:	7368	lbs	PA:	1000	ft
			FAT:	28	°C
			IAS	TAS	TQ
	Cruise	70	73	40	433
	Max Endurance	66	69	40	432
	Max Range	121	126	61	513
OEI IAS - Min / Max		Min	33	kts	Max 113 kts
NOTES					
OEI IAS - Min / Max w/o Stores		Min	33	kts	Max 113 kts
<p>140 @ 1700 ft 7109m climb @ 2000 7976</p> <p>2.5 17.4 49 / 48 49 / 48 12246</p>					
Point Name: ARR2		ARRIVAL			
Landing GWT:	6468	lbs	PA:	250	ft
			FAT:	20	°C
Max TQ Available AEO		*114* %			
		IGE		OGE	
Max GWT	3584 kgs		3584 kgs		
	7903 lbs		7903 lbs		
Max GWT OGE W/MCP	3186	kgs	7024	lbs	
Predicted Hover Torque		59 %			
		H/V Altitude (AGL)		0	

Route File: DefaultIpacRoute.ipac (Modified 06 MAR 24 12:51Z)

Notes:

REMARKS: * indicates calculations that exceed AWR limits or aircraft capabilities

Input Name	Departure	Cruise	Arrival
Operating weight	2707 (kgs) 5968 (lbs)	2707 (kgs) 5968 (lbs)	2707 (kgs) 5968 (lbs)
In/Add load weight	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)
Sling load weight	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)
Jett load weight	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)
Total load weight	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)
In/Main/Aux fuel weight	635 (kgs) 1400 (lbs)	635 (kgs) 1400 (lbs)	227 (kgs) 500 (lbs)
Taxi fuel weight	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)	0 (kgs) 0 (lbs)
Fixed/Add load download	0.000	0.000	0.000
Sling load download	0.000	0.000	0.000
Jett download	0.000	0.000	0.000
Total download	0.000	0.000	0.000
Fixed/Add drag		0.00	
Sling load drag		0.00	
Jett load drag		0.00	
Total drag		0.00	
Bleed air	Off	Off	Off
Cold weather kit	Not installed	Not installed	Not installed
Hook mirror	Not installed	Not installed	Not installed
External loudspeakers	Not installed	Not installed	Not installed
MX 15i EOMR sensor	Not installed	Not installed	Not installed
Sandfilter (BF)	Not installed	Not installed	Not installed
Hinged doors		Closed	
Sliding doors		Closed	
External cargo hook		Not installed	
External hoist		Not installed	
Searchlight LS-16		Not installed	
Emerg float system		Not installed	
CG envelope		Basic	
Fuel flow factor		1.00	
Fuel flow increase		0	
Hover height	3		3
Torque available factor	1.00	1.00	1.00
Torque available decrease	0	0	0
Torque required factor	1.00	1.00	1.00
Torque required increase	0	0	0

WARNING

Aircraft performance information from the Rotorcraft Flight Manual Supplement (RFMS) has not been validated by the U.S. Army and may not be reliable for performance planning for all conditions. Some of the calculations in the IPAC software use data derived from the RFMS and should not be used as the primary or single reference to make determinations of aircraft performance capabilities during pre/in-flight mission planning. Pilots shall verify the aircraft remains within the prescribed operating limits of the RFM during pre/in-flight performance and contingency planning to prevent exceeding aircraft limitations.

Aircraft: UH-72A

Release ID: Version 3.0.0.22

FLIGHT WEATHER BRIEFING

ARMY

PART I - TAKEOFF DATA

1. DATE (YYYY-MM-DD) 2024-03-08	2. ACFT TYPE/NO. C-45 Lako DOVER (KEBG)	3. DEP PT/ETD KEBG 08/1845 Z	4. RWY TMP +24 °C +75 °F	5. DEWPOINT +22 °C +72 °F	6. TEMP DEV °C °F	7. PRES ALT +345 FT	8. DENSITY ALT +1816 FT	ALTIMETER 29.63 INS	
9. SFC WIND 35010G20KT T		10. CLIMB WINDS SEE ATTACHED		11. LOCAL WEATHER WATCH/WARNING/ADVISORY CHECK WITH LOCAL FLIGHT AGENCIES AND SEE ATTACHED				12. RSC/RCR N/A	
13. REMARKS/TAKEOFF ALTN FCST T/O WX: T SKC									

PART II - ENROUTE & MISSION DATA

14. FLT LEVEL/WINDS/TEMP SEE ATTACHED	15. SPACE WEATHER AFWWEBS CONUS 18Z	16. SOLAR 09/1158 Z	LOCATION KEBG
015 KEBG - KMFE 015 KMFE - KEBG		NO IMPACT	MARGINAL
		SEVERE	BMNT 09/1227 Z
		FREQ X	SR 09/1247 Z
		GPS X	SS 09/0038 Z
		RAD X	MS 08/2301 Z
			EENT 09/0128 Z
			ILLUM 8 %

17. CLOUDS AT FLT LEVEL YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> IN AND OUT	18. OBSCURATIONS AT FLT LEVEL RESTRICTING VISIBILITY YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TYPE N/A	
19. MINIMUM CEILING - LOCATION N/A	20. MAXIMUM CLOUD TOPS - LOCATION N/A	21. MINIMUM FREEZING LVL - LOCATION 140 ENROUTE
FT AGL		FT MSL

22. THUNDERSTORMS OWS FCST CHART 26OWS (08/18Z - 09/03Z)	23. TURBULENCE OWS FCST CHART 26OWS (08/18Z - 09/03Z)	24. ICING OWS FCST CHART 26OWS (08/18Z - 09/03Z)	25. PRECIPITATION OWS FCST CHART SKEW-T // MISC
<input checked="" type="checkbox"/> NONE <input type="checkbox"/> AREA <input type="checkbox"/> LINE	<input type="checkbox"/> NONE <input type="checkbox"/> IN CLEAR <input type="checkbox"/> IN CLOUD	<input checked="" type="checkbox"/> NONE <input type="checkbox"/> RIME <input type="checkbox"/> MIXED <input type="checkbox"/> CLEAR	<input checked="" type="checkbox"/> NONE <input type="checkbox"/> DRIZZLE <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> PELLET
ISOLATED 1-2% MT	LIGHT X	TRACE	LIGHT
FEW 3-15% MT	MODERATE X	LIGHT	MODERATE
SCATTERED 16-45% MT	SEVERE	MODERATE	HEAVY
NUMEROUS > THAN 45% MT	EXTREME	SEVERE	SHOWERS
HAIL SEVERE TURBULENCE & ICING HEAVY PRECIPITATION LIGHTNING & WIND SHEAR EXPECTED IN AND NEAR THUNDERSTORMS	LEVELS SFC-180	LEVELS N/A	FREEZING
LOCATION N/A	LOCATION ENROUTE	LOCATION N/A	LOCATION N/A

PART III - AERODROME FORECASTS

26. DEST/ALTN	27. VALID TIME	28. SFC WIND	29. VSBY/WEA	30. CLOUD LAYERS	31. ALSTG	RWY TMP	PA
Destination 08/2215 Z KMFE MC ALLEN MILLER INTL	TO 08/2215 Z TO 08/2315 Z	35010G20KT T	7	SKC	INS	+31 °C +88 °F	FT +387
Destination 09/0200 Z KEBG EDINBURG INTL	TO 09/0200 Z TO 09/0300 Z	35010G20KT T	7	SKC	INS	+22 °C +72 °F	FT +271
Destination Z	TO Z	*T			INS	°C	FT
Destination Z	TO Z	*T			INS	°C	FT
Destination Z	TO Z	*T			INS	°C	FT
Destination Z	TO Z	*T			INS	°C	FT
Destination Z	TO Z	*T			INS	°C	FT
Destination Z	TO Z	*T			INS	°C	FT

PART IV - COMMENTS/REMARKS

32. BRIEFED RSC/RCR N/A	YES <input checked="" type="checkbox"/> NOT AVAILABLE	33. PMSV SEE BLOCK 35	34. ATTACHMENTS <input checked="" type="checkbox"/> YES	NO
--------------------------------	---	------------------------------	---	----

35. REMARKS
 *** DEVIATIONS FROM LOCAL TAFS HAVE BEEN MADE. *** THANK YOU FOR USING THE 26 OWS BRIEFING REQUESTS REQUIRED 2 HOURS IN ADVANCE. FOR UPDATES CALL DSN: (b)(6) LET US KNOW HOW WE DID AT (b)(6) FOR QUESTIONS OR CONCERNS PLEASE CONTACT OUR SENIOR DUTY OFFICER AT DSN: (b)(6)

PART V - BRIEFING RECORD

36. WX BRIEFED TIME E08/1845 Z	37. FLIMSY BRIEFING NO. 067KEBG211421314	38. FORECASTER'S INITIALS (b)(6)	39. NAME OF PERSON RECEIVING BRIEFING (b)(6)	MISSION ID / CONTROL # (b)(6)
40. VOID TIME 08/2015 Z	41. EXTENDED TO / INITIALS Z	42. WX REBRIEFED TIME / INITIALS Z	43. WX DEBRIEF TIME / INITIALS Z	FAX NO. INTERNAL USE ONLY

KEBG - EDINBURG INTL

TAF:

No data available.

WWAs:

No data available.

KMFE - MC ALLEN MILLER INTL

TAF:

TAF KMFE 081730Z 0818/0918 31012KT 6SM HZ SCT026 BKN250
FM081900 34016G24KT P6SM BKN250
FM090000 02007KT P6SM FEW250
FM090900 36014G23KT P6SM SCT250

WWAs:

No data available.

KHRL - VALLEY INTL

TAF:

TAF KHRL 081730Z 0818/0918 30009KT 2SM HZ BKN015 OVC024
FM081930 34015G23KT P6SM BKN250
FM090200 06005KT P6SM FEW250
FM090900 34009KT P6SM FEW250
FM091030 36014G23KT P6SM SCT250

WWAs:

No data available.

KBRO - BROWNSVILLE SOUTH PADRE ISLAND INTL

TAF:

TAF KBRO 081730Z 0818/0918 28006KT 4SM HZ OVC018
FM082000 34012G19KT P6SM BKN240
FM090200 02005KT P6SM BKN250
FM090900 34008KT P6SM FEW240
FM091100 36015G25KT P6SM SCT250

WWAs:

No data available.

K67R - RIO GRANDE CITY MUNI

TAF:

No data available.

WWAs:

No data available.

Mission Route (Includes any Published WMS Layers):

- <https://owsjet26.us.af.mil/web-manageMissions/viewMissionWms?missionName=067KEBG211421314>

Screenshot 2024-03-08 065029.png

MSL (ft)	Wind	Temp (C)
944	32022kt	25
1687	32023kt	23
2444	32024kt	20



Aircraft Heading
262 degrees



INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE [S]: To close out a Soldier's Military Flight record.

ROUTINE USES: Information furnished may be disclosed within DoD only, to DoD officials or employees who need this information in order to perform their official work related duties.

DISCLOSURE: Voluntary how ever this form will not be processed without the Soldier's date of birth. The Army requires this form to be closed out during the Soldier's birth month.

PART I. BIO/DEMOGRAPHIC										1. Sheet No. <p style="text-align: center;">5</p>	
2. Name <p style="text-align: center;">Frankoski, Casey N</p>										3. Rank <p style="text-align: center;">CW2</p>	
4. Period <p style="text-align: center;">10 Oct 23 - 30 Apr 24</p>					5. DOB <p style="text-align: center;">(b)(6)</p>		6. ASED <p style="text-align: center;">17 Aug 20</p>		7. Branch <p style="text-align: center;">AV</p>		
8. Component <p style="text-align: center;">ARNG</p>			9. Unit <p style="text-align: center;">Det 2. A Co/1-224th Aviation Security and Support BN</p>							10. DMOS <p style="text-align: center;">153L</p>	
11. Duty Position <p style="text-align: center;">Aviation Life Support Officer</p>					12. Operational Position <p style="text-align: center;">Yes 02 Aug 21</p>						

PART II. FLIGHT HOURS SECTION A. QUALIFICATIONS

a.	b.	c.	d.	e.	f.	g.	h.	i.	j.	k.	l.	m.	n.
Acft System	Date Qual	Last Flight	Total Time	CP/ CE/ EO	PI/ OR/ AO	PC/ PO	UT/ MO	IP/ FE/ IO	IE/ FI/ AC	SP/ SI/ SO	MP/ CA	ME/ DG	XP
UH-60M	09 Jul 21	14 Jun 21	45.0		45.0								
NG	09 Jul 21	14 Jun 21	14.4										
UH-72A	09 Jul 21	02 Mar 24	425.4	10.6	410.6	4.2							
NG	09 Jul 21	29 Feb 24	87.3										
2B60M		04 Jun 21	16.5		16.5								
NG		04 Jun 21	3.0										
2B72A		18 Feb 24	42.0		42.0								
2C72A		14 Nov 20	36.0		36.0								

SECTION B. TOTAL HOURS

a. Combat		b. Imminent Danger		c. Civilian RW		d. Military RW <p style="text-align: center;">470.4</p>	
e. Civilian FW		f. Military FW		g. Historical Hours		h. Total Hours <p style="text-align: center;">470.4</p>	

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE [S]: To close out a Solder's Military Flight record.

ROUTINE USES: Information furnished may be disclosed within DoD only, to DoD officials or employees who need this information in order to perform their official work related duties.

DISCLOSURE: Voluntary how ever this form will not be processed without the Solder's date of birth. The Army requires this form to be closed out during the Soldier's birth month.

PART I. BIO/DEMOGRAPHIC						1. Sheet No. 4	
2. Name Frankoski, Casey N						3. Rank CW2	
4. Period 1 May 23 - 9 Oct 23			5. DOB (b)(6)		6. ASED 17 Aug 20	7. Branch AV	
8. Component ARNG		9. Unit Det 2. A Co/1-224th Aviation Security and Support BN				10. DMOS 153L	
11. Duty Position ALSE				12. Operational Position Yes 02 Aug 21			

**PART II. FLIGHT HOURS
SECTION A. QUALIFICATIONS**

a.	b.	c.	d.	e.	f.	g.	h.	i.	j.	k.	l.	m.	n.
Acft System	Date Qual	Last Flight	Total Time	CP/CE/EO	PI/OR/AO	PC/PO	UT/MO	IP/FE/IO	IE/FI/AC	SP/SI/SO	MP/CA	ME/DG	XP
UH-60M	09 Jul 21	14 Jun 21	45.0		45.0								
NG	09 Jul 21	14 Jun 21	14.4										
UH-72A	09 Jul 21	19 Sep 23	287.5	2.8	280.5	4.2							
NG	09 Jul 21	19 Sep 23	64.3										
2B60M		04 Jun 21	16.5		16.5								
NG		04 Jun 21	3.0										
2B72A		05 May 23	34.0		34.0								
2C72A		14 Nov 20	36.0		36.0								

SECTION B. TOTAL HOURS

a. Combat		b. Imminent Danger		c. Civilian RW		d. Military RW 332.5	
e. Civilian FW		f. Military FW		g. Historical Hours		h. Total Hours 332.5	

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.					1. Sheet No. 4
2. Name Frankoski, Casey N			3. Rank CW2		4. Period 1 May 23 - 9 Oct 23
PART III. ATP					
1. FAC 1	2. MTFE	3. Phys Exam 19 Apr 23	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft UH-72A	8. RL 1		9. Std Flt Eval	10. Inst Eval	
11. Alternate Acft	12 RL		13. Std Flt Eval	14. Inst Eval	
15. Additional Acft	16. RL		17. Std Flt Eval		
PART IV. REMARKS					
<p>1. Records closed 09 Oct 23 due to TCS in support of TF Freedom, South West Border MSN.</p> <p>2. ACM has completed 37 months of total operational flying duty credit.</p> <p>3. ACT annual sustainment training complete on 19 Jan 2023.</p> <p>4. ACM has not completed the annual written examination due to time remaining in training year.</p> <p>5. ACM has not completed the annual Night Vision Goggle (NVG) evaluation due to time remaining in training year.</p> <p>6. ACM has not completed ATP requirements due to time remaining in training year.</p> <p>7. ACM has been TCS in support of TF Freedom, South West Border Mission performing duties along the SW Border Patrol. Order number 36-256-0009, effective date 10OCT2023.</p>					
Commander's Typed Name, Rank, Branch (b) (6)			Signature Digitally signed using CAC.		Date 10 Oct 23

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.
5

2. Name
Frankoski, Casey N

3. Rank
CW2

4. Period
10 Oct 23 - 30 Apr 24

5. Act/Fit Sim
UH-60M

FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No. 4	m. Total
	a. CP/ CE/ EO	b. PI/ OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FI/ AC	g. SP/ SI/ SO	h. MP/ CA	i. ME/ DG	j. XP			
6. D												24.2	24.2
7. N												1.2	1.2
8. H												5.2	5.2
9. W													
10. NG												14.4	14.4
11.													
12. NS													
13. DG/ DS													
14. TR													
15. AA													
16. Total this Sheet												XXXXX	XXXXXXXXXX
17. From Sheet No. 4		45.0									XXXXX	45.0	XXXXXXXXXX
18. Total		45.0									XXXXX	XXXXXX	45.0
19. Combat													
20. Immi- nent Danger													

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.
5

2. Name Frankoski, Casey N				3. Rank CW2			4. Period 10 Oct 23 - 30 Apr 24			5. Act/Fit Sim UH-72A	
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FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No. 4	m. Total
	a. CP/ CE/ EO	b. PI/ OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FI/ AC	g. SP/ SI/ SO	h. MP/ CA	i. ME/ DG	j. XP			
6. D	5.3	100.9									106.2	183.2	289.4
7. N	1.3	6.4									7.7	11.1	18.8
8. H		1.0									1.0	25.5	26.5
9. W												3.4	3.4
10. NG	1.2	21.8									23.0	64.3	87.3
11.													
12. NS													
13. DG/ DS													
14. TR													
15. AA													
16. Total this Sheet	7.8	130.1									137.9	XXXXX	XXXXXXXXXX
17. From Sheet No. 4	2.8	280.5	4.2								XXXXX	287.5	XXXXXXXXXX
18. Total	10.6	410.6	4.2								XXXXX	XXXXXX	425.4
19. Combat													
20. Immi- nent Danger													

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.
5

2. Name
Frankoski, Casey N

3. Rank
CW2

4. Period
10 Oct 23 - 30 Apr 24

5. Act/Fit Sim
2B60M

FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No. 4	m. Total
	a. CP/ CE/ EO	b. PI/ OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FI/ AC	g. SP/ SI/ SO	h. MP/ CA	i. ME/ DG	j. XP			
6. D												6.0	6.0
7. N												1.5	1.5
8. H												4.5	4.5
9. W												1.5	1.5
10. NG												3.0	3.0
11.													
12. NS													
13. DG/ DS													
14. TR													
15. AA													
16. Total this Sheet												XXXXX	XXXXXXXXXX
17. From Sheet No. 4		16.5									XXXXX	16.5	XXXXXXXXXX
18. Total		16.5									XXXXX	XXXXXX	16.5
19. Combat													
20. Immi- nent Danger													

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.
5

2. Name
Frankoski, Casey N

3. Rank
CW2

4. Period
10 Oct 23 - 30 Apr 24

5. Act/Fit Sim
2B72A

FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No. 4	m. Total
	a. CP/ CE/ EO	b. PI/ OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FI/ AC	g. SP/ SI/ SO	h. MP/ CA	i. ME/ DG	j. XP			
6. D		4.0									4.0	21.5	25.5
7. N													
8. H		2.0									2.0	8.5	10.5
9. W		2.0									2.0	4.0	6.0
10. NG													
11.													
12. NS													
13. DG/ DS													
14. TR													
15. AA													
16. Total this Sheet		8.0									8.0	XXXXX	XXXXXXXXXX
17. From Sheet No. 4		34.0									XXXXX	34.0	XXXXXXXXXX
18. Total		42.0									XXXXX	XXXXXX	42.0
19. Combat													
20. Immi- nent Danger													

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.
5

2. Name
Frankoski, Casey N

3. Rank
CW2

4. Period
10 Oct 23 - 30 Apr 24

5. Act/Fit Sim
2C72A

FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No. 4	m. Total
	a. CP/ CE/ EO	b. PI/ OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FI/ AC	g. SP/ SI/ SO	h. MP/ CA	i. ME/ DG	j. XP			
6. D												6.0	6.0
7. N													
8. H													
9. W												30.0	30.0
10. NG													
11.													
12. NS													
13. DG/ DS													
14. TR													
15. AA													
16. Total this Sheet												XXXXX	XXXXXXXXXX
17. From Sheet No. 4		36.0									XXXXX	36.0	XXXXXXXXXX
18. Total		36.0									XXXXX	XXXXXX	36.0
19. Combat													
20. Immi- nent Danger													

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

FLYING HOURS WORK SHEET

1. Name Frankoski, Casey N					2. Rank CW2					3. Period 10 Oct 23 - 30 Apr 24				
Section A. (UH-72A)					Section B. (2B72A)					Section C. ()				
Date	Duty Sym	Flt Cond	Msn Sym	Hours	Date	Duty Sym	Flt Cond	Msn Sym	Hours	Date	Duty Sym	Flt Cond	Msn Sym	Hours
<i>a.</i>	<i>b.</i>	<i>c.</i>	<i>d.</i>	<i>e.</i>	<i>a.</i>	<i>b.</i>	<i>c.</i>	<i>d.</i>	<i>e.</i>	<i>a.</i>	<i>b.</i>	<i>c.</i>	<i>d.</i>	<i>e.</i>
OCT	CP	D		5.3	OCT	No	Time	Flown						
	CP	N		1.3										
	CP	NG		1.2	NOV	No	Time	Flown						
	PI	D		10.5										
					DEC	No	Time	Flown						
NOV	PI	D		11.2										
	PI	N		0.5	JAN	No	Time	Flown						
	PI	NG		3.9										
					FEB	PI	D		4.0					
DEC	PI	D		33.8		PI	H		2.0					
	PI	H		0.5		PI	W		2.0					
	PI	N		3.9										
	PI	NG		11.6	MAR	No	Time	Flown						
JAN	PI	D		14.3	APR	No	Time	Flown						
	PI	H		0.5										
	PI	N		0.5										
	PI	NG		1.5										
FEB	PI	D		29.5										
	PI	N		1.5										
	PI	NG		4.8										
MAR	PI	D		1.6										
APR	No	Time	Flown											

COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

PART I. BIOGRAPHICAL

Name: Frankoski, Casey N	Rank: CW2	DoD ID: (b) (6)	Birth Month: Apr	FAC: 1
Duty Title: Aviation Life Support Officer	Aircraft Type: UH-72A <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Additional <input type="checkbox"/> Alternate			

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	CP	PI	PC	UT	IP	IE	SP	MP	ME	XP	MO	Remarks
Right/Back Seat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cabin	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustment
Dates	01 May 2023 30 Apr 2024	01 May 2023 31 Oct 2023	01 Nov 2023 30 Apr 2024	
Total Aircraft Hours		48.0	48.0	
Total Simulator Hours	12.0			
Night Unaided Hours		1.0	1.0	
NVG Hours		9.0	9.0	
Hood/Weather Hours		3.0	3.0	
Other Hours (Specify)				
Other Hours (Specify)				

PART IV. ANNUAL REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	01 Feb 2024-30 Apr 2024	
Instrument Flight Evaluation	01 Feb 2024-30 Apr 2024	
Annual Written Examination	01 Feb 2024-30 Apr 2024	
NVG Flight Evaluation	01 Feb 2024-30 Apr 2024	
Maintenance Test Flight Evaluation		
ACT	01 May 2023-30 Apr 2024	01 Nov 2023
CBRN	01 May 2023-30 Apr 2024	
CBAT-O	01 May 2023-30 Apr 2024	
Combat Identification Training	01 May 2023-30 Apr 2024	
CBAT-C	01 May 2023-30 Apr 2024	
Annual AMS Academics	01 May 2023-30 Apr 2024	

PART V. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

Commander: (b)(6)	Signature: (b)(6)	Date: 01 May 2023
----------------------	----------------------	----------------------

I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.

Crew Member's Signature: FRANKOSKI.CASEY.NICOLE (b) (6)	Date: 03 May 2023
---	----------------------

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Name: Frankoski, Casey N		Aircraft: UH-72A				Page 1 of 1			
Tasks	TECH	Day	Night	INST	NVG	NVS	CBRN	SIM	Remarks
2012 Perform Tactical Flight Mission Planning	4								
2022 Transmit Tactical Reports	2								
2024 Perform Terrain Flight Navigation		2			2				
2026 Perform Terrain Flight		2			2				
2034 Perform Masking and Unmasking		2			2E				
2036 Perform Terrain Flight Deceleration		2			2				
2061 Operate Sensor System	4								
2067 Select Landing Zone - Pickup Zone - Holding Area	2								
2169 Perform Aerial Observation		4			4E				
2502 Perform Aerial Reconnaissance Operations		4			4E				
2530 Conduct Vehicle - Vessel Observation		4			4				
2610 Operate the Video Management System	2								
2615 Operate Digital Map	2								
2620 Operate the High Powered Illumination System	2								
2625 Operate Tactical Video Downlink	2								

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

FRANKOSKI, CW2 CASEY N (b) (6)

UH-72A

01 MAY 2023

1. ACM will complete the following Additional Training Requirements: - Academic training to be completed IAW Unit SOP - Aeromedical training to be completed IAW Unit SOP FJT 03 May 2023
2. The Base Task requirements are specified in the ATM. FJT 03 May 2023
3. The NVG Task requirements are specified in the ATM. FJT 03 May 2023
4. No-notice evaluations may be written, oral, flight, compatible flight simulator or a combination thereof. Base tasks to be evaluated are at the discretion of the evaluator. Mission tasks to be evaluated should be chosen from those listed on the DA Form 7120-1-R. FJT 03 May 2023
5. Annual CBRN requirements are per the ATM. FJT 03 May 2023
6. ACM is authorized to perform the instrument APART evaluation in a compatible simulator. FJT 03 May 2023
7. Annual AMS academics, evaluation and training requirements will be completed in IAW the UH-72 ATM, TC 3-04.9 & .11. Upon completion of the academics and training, Crewmembers will inform the unit AMSO/SP/IP/SI/FI for recording. FJT 03 May 2023
8. Emergency procedure training will be conducted as part of semi-annual requirements using FADEC-F emergency response methodology. Minimum EP periods will be 1.5 hours semi-annually and should focus on at least three EP's. DC 07 Sep 2023

CERTIFICATION:

I have completed my first period flying-hour requirements.

Crew Member's Signature:

FRANKOSKI.CASEY.NICOLE (b) (6)

Date: 16 Nov 2023

CERTIFICATION:

I _____ completed my second period and annual flying-hour, iteration, and evaluation requirements.

Crew Member's Signature:

Date:

COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

PART I. BIOGRAPHICAL

Name: Frankoski, Casey N	Rank: CW2	DoD ID: (b) (6)	Birth Month: Apr	FAC: 1
Duty Title: Aviation Life Support Officer	Aircraft Type: UH-72A <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Additional <input type="checkbox"/> Alternate			

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	CP	PI	PC	UT	IP	IE	SP	MP	ME	XP	MO	Remarks
Right/Back Seat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cabin	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustment
Dates	01 May 2022 30 Apr 2023	01 May 2022 31 Oct 2022	01 Nov 2022 30 Apr 2023	
Total Aircraft Hours		48.0	48.0	
Total Simulator Hours	12.0			
Night Unaided Hours		1.0	1.0	
NVG Hours		9.0	9.0	
Hood/Weather Hours		3.0	3.0	
Other Hours (Specify)				
Other Hours (Specify)				

PART IV. ANNUAL REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	01 Feb 2023-30 Apr 2023	
Instrument Flight Evaluation	01 Feb 2023-30 Apr 2023	
Annual Written Examination	01 Feb 2023-30 Apr 2023	29 Mar 2023 FJT
NVG Flight Evaluation	01 Feb 2023-30 Apr 2023	
CBAT-C	01 May 2022-30 Apr 2023	17 Aug 2022 FJT
ACT	01 May 2022-30 Apr 2023	
CBRN	01 May 2022-30 Apr 2023	
CBAT-O	01 May 2022-30 Apr 2023	6 Apr 2023 FJT
ROC-V	01 May 2022-30 Apr 2023	26 Apr 2023 FJT
Annual AMS Academics	01 May 2022-30 Apr 2023	17 Aug 2022 FJT
Other (Specify)		

PART V. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

Commander: (b) (6)	Signature: (b) (6)	Date: 01 May 2022
-----------------------	-----------------------	----------------------

I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.

Crew Member's Signature: FRANKOSKI.CASEY.NICOLE (b) (6)	Date: 31 May 2022
---	----------------------

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Name: Frankoski, Casey N		Aircraft: UH-72A				Page 1 of 1			
Tasks	TECH	Day	Night	INST	NVG	NVS	CBRN	SIM	Remarks
2012 Perform Tactical Flight Mission Planning	4								
2022 Transmit Tactical Report	2								
2024 Perform Terrain Flight Navigation		2			2				
2026 Perform Terrain Flight		2			2				
2034 Perform Masking and Unmasking		2			2E				
2036 Perform Terrain Flight Deceleration		2			2				
2061 Operate Sensor System	4								
2067 Select Landing Zone - Pickup Zone - Holding Area	2								
2169 Perform Aerial Observation		4			4E				
2502 Perform Aerial Reconnaissance Operations		4			4E				
2530 Conduct Vehicle - Vessel Observation		4			4				
2610 Operate the Video Management System	2								
2615 Operate the Digital Map System	2								
2620 Operate the High Powered Illumination System	2								
2625 Operate the Tactical Video Downlink	2								

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

FRANKOSKI, CW2 CASEY N (b) (6)

UH-72A

01 MAY 2022

1. ACM will complete the following Additional Training Requirements: - Academic training to be completed IAW Unit SOP - Aeromedical training to be completed IAW Unit SOP DC 30 Apr 2022
2. The Base Task requirements are specified in the ATM. DC 30 Apr 2022
3. The NVG Task requirements are specified in the ATM. DC 30 Apr 2022
4. No-notice evaluations may be written, oral, flight, compatible flight simulator or a combination thereof. Base tasks to be evaluated are at the discretion of the evaluator. Mission tasks to be evaluated should be chosen from those listed on the DA Form 7120-1-R. DC 30 Apr 2022
5. Annual CBRN requirements are per the ATM. DC 30 Apr 2022
6. ACM is authorized to perform the instrument APART evaluation in a compatible simulator. DC 30 Apr 2022
7. Annual AMS academics, evaluation and training requirements will be completed in IAW the UH-72 ATM, TC 3-04.9 & .11. Upon completion of the academics and training, Crewmembers will inform the unit AMSO/SP/IP/SI/FI for recording. DC 30 Apr 2022
8. Instructor/Trainer task, iteration, and evaluation requirements are per the ATM. DC 30 Apr 2022

CERTIFICATION:

I have completed my first period flying-hour requirements.

Crew Member's Signature:

FRANKOSKI.CASEY.NICOLE.1(b) (6)

Date: 28 Nov 2022

CERTIFICATION:

I have completed my second period and annual flying-hour, iteration, and evaluation requirements.

Crew Member's Signature:

FRANKOSKI.CASEY.NICOLE(b) (6)

Date: 27 Apr 2023

CREW MEMBER TRAINING RECORD

Sheet No: 1

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

Name: Frankoski, Casey N			DoD ID: (b) (6)				Rank: WO1				Birth Month: Apr			
Date	ACFT	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init	
20200801	-	Assignment	-	-	-	-	-	-	-	-	-	-	(b) (6)	
20200808	-	SERE C Qualified	-	-	-	-	-	-	-	-	-	-	(b) (6)	
20210709	-	Awarded Rotary Wing Instrument rating	-	-	-	-	-	-	-	-	-	-	(b) (6)	
20210709	-	Completed IERW Course	-	-	-	-	-	-	-	-	-	-	(b) (6)	
20210709	-	Completed the Aircrew Coordination Training Course	-	-	-	-	-	-	-	-	-	-	(b) (6)	
20210709	UH-72A	Aircraft Qualification-D/N/NVG	PI	55.3	1.0	11.4	-	0.5	15.5	36.0	L/R	-	(b) (6)	
20210709	UH-60M	Aircraft Qualification-D/N/NVG	PI	24.2	1.2	14.4	-	-	5.2	16.5	L/R	-	(b) (6)	
20210709	UH-60M	Heads Up Display (HUD) Qualification	PI	-	-	-	-	-	-	-	L/R	-	(b) (6)	
20210709	UH-60M	FRC Implementation Complete	PI	1.0	-	-	-	-	-	-	L/R	S	(b) (6)	
20210709	-	Basic Aviator Badge Awarded	-	-	-	-	-	-	-	-	-	-	(b) (6)	
20210802	UH-72A	Assignment	-	-	-	-	-	-	-	-	-	-	(b) (6)	
20210804	UH-72A	Commanders Evaluation - Records Review-D/N/NVG RL 3	PI	-	-	-	-	-	-	-	-	-	(b) (6)	
20210816	-	NGB Service Orders Received	-	-	-	-	-	-	-	-	-	-	(b) (6)	
20210907	UH-72A	Records Review (IATF Inspection)	PI	-	-	-	-	-	-	-	-	-	(b) (6)	
20210913	UH-72A	ROC-V Training	-	-	-	-	-	-	-	-	-	S	(b) (6)	
20210914	UH-72A	CBAT - O Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)	
20210929	UH-72A	Start Mission Training-D/N RL 2	PI	13.8	2.5	-	-	-	3.3	-	L/R	S	(b) (6)	
20210929	UH-72A	CBRN Annual Evaluation	PI	0.5	-	-	-	-	-	-	R	S	(b) (6)	
20211024	UH-72A	CBAT - C Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)	
20211104	UH-72A	Start Mission Training-NVG RL 2	PI	0.2	1.2	6.3	-	-	-	-	L/R	S	(b) (6)	
		** LAST ENTRY THIS SHEET **												

Name: Frankoski, Casey N		DoD ID: (b) (6)	Rank: WO1	Sheet No: 1
Date	Remarks	Recorded By		
20200801	ACM is assigned to Det 2. A Co/1-224th Aviation Security and Support BN WP7QA2 as a FAC 1 153L	(b) (6)		
	<Mission Planner>. Paragraph 202 Line 02.			
20200808	Qualified class #20-020			
20210709	-- No associated remark --			
20210709	Completed Aviation Warrant Officer Basic Course #21-018			
20210709	-- No associated remark --			
20210709	ACM Qualified D/N/NVG in UH-72A.			
20210709	ACM Qualified D/N/NVG in UH-60M.			
20210709	-- No associated remark --			
20210709	Implementation academics and flight training completed IAW STACOM 21-01 and Training Support Package.			
20210709	ACM awarded Basic Aviator Badge under provisions of USAACE, Fort Rucker, AL, 20210802.			
20210802	ACM is assigned to Det 2. A Co/1-224th Aviation Security and Support BN WP7QA2 as a FAC 1 153L,			
	UH-72A <ALSE Officer>. Paragraph 208 Line 03.			
20210804	Based on a Records Review this ACM is designated RL 3 D/N/NG.			
20210816	ARNG-AV orders received to "Perform Aviation Service with Entitlement to Aviation Incentive Pay",			
	order#228-23. Effective 10 Jul 2021.			
20210907	Based on inspection of the IATF the following discrepancies were noted:ACM did not digitally sign the			
	DA Form 7120 (CTL) until 7 Sep 2021. ACM first flew in this ATP on 31 Aug 2021 and hand signed a			
	paper CTL on this date. ACM was unable to digitally sign due to a CAFRS role error holding her under			
	her prior MOS as a 15P.			
20210913	-- No associated remark --			
20210914	-- No associated remark --			
20210929	Designated RL2 D/N, start mission training.			
20210929	-- No associated remark --			
20211024	-- No associated remark --			
20211104	Designated RL2 NVG, start mission training.			

CREW MEMBER TRAINING RECORD

Sheet No: 2

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

Name: Frankoski, Casey N			DoD ID: (b) (6)				Rank: WO1				Birth Month: Apr		
Date	ACFT	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init
20211130	UH-72A	Completed Training-D/N RL 1	PI	13.0	-	-	-	-	0.3	-	L/R	S	(b) (6)
20211130	UH-72A	Local Area Orientation (LAO)-D/N/NVG	PI	13.0	2.5	6.3	-	-	0.3	-	L/R	S	(b) (6)
20211217	UH-72A	Annual AMS Academics Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)
20220126	UH-72A	Completed Training-NVG RL 1	PI	-	0.8	5.9	-	-	-	-	L/R	S	(b) (6)
20220319	UH-72A	ACT Annual Sustainment Training complete	-	-	-	-	-	-	-	-	-	-	(b) (6)
20220404	UH-72A	Annual Written Examination	-	-	-	-	-	-	-	-	-	S	(b) (6)
20220407	UH-72A	Instrument Flight Evaluation	PI	0.2	-	-	-	1.9	-	-	L	S	(b) (6)
20220413	UH-72A	NVG Annual Evaluation	PI	-	-	1.1	-	-	-	-	R	S	(b) (6)
20220413	UH-72A	Standardization Flight Evaluation	PI	-	-	1.1	-	-	-	-	R	S	(b) (6)
20220413	UH-72A	APART Complete	-	-	-	-	-	-	-	-	L/R	-	(b) (6)
20220413	UH-72A	ATP Requirements Complete	-	-	-	-	-	-	-	-	-	-	(b) (6)
20220413	-	Events Posted to DA 759	-	-	-	-	-	-	-	-	-	-	(b) (6)
20220425	-	Temporary Duty (TDY)	-	-	-	-	-	-	-	-	-	-	(b) (6)
20220527	-	Course Completion	-	-	-	-	-	-	-	-	-	-	(b) (6)
20220527	-	Return from TDY	-	-	-	-	-	-	-	-	-	-	(b) (6)
20220803	UH-72A	No-Notice Flight Evaluation	PI	1.0	-	1.2	-	-	1.0	-	L	S	(b) (6)
20220817	UH-72A	CBAT - C Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)
20220817	-	Annual AMS Academics Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)
20230119	UH-72A	ACT Annual Sustainment Training complete	-	-	-	-	-	-	-	-	-	-	(b) (6)
20230208	UH-72A	CBRN Annual Evaluation	PI	0.4	-	-	-	-	-	-	L	S	(b) (6)
20230208	UH-72A	Instrument Flight Evaluation	PI	0.2	-	-	-	-	1.8	-	L	S	(b) (6)
20230329	UH-72A	Annual Written Examination	-	-	-	-	-	-	-	-	-	S	(b) (6)
20230406	UH-72A	CBAT - O Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)

Name: Frankoski, Casey N		DoD ID: (b)(6)	Rank: WO1	Sheet No: 2			
Date	Remarks	Recorded By					
20211130	-- No associated remark --	(b) (6)					
20211130	-- No associated remark --						
20211217	-- No associated remark --						
20220126	Designated RL1 NG L/R seats.						
20220319	ACT Annual Sustainment Training complete.						
20220404	ACM has completed the Annual Written Examination.						
20220407	-- No associated remark --						
20220413	ACM has completed the annual Night Vision Goggle (NVG) evaluation.						
20220413	-- No associated remark --						
20220413	2022 APART Complete.						
20220413	ACM has completed ATP requirements.						
20220413	-- No associated remark --						
20220425	ACM departed TDY for ALSE Course, Fort Rucker, AL						
20220527	ACM has completed Aviation Life Support course, class #22-010 at Ft. Rucker, AL.						
20220527	Returned from TDY at Ft. Rucker, AL.						
20220803	No-Notice Flight Evaluation covering the following [IFR Approaches/IFR Procedures/NVG's].						
20220817	CBAT- C instruction completed by (b) (6) .						
20220817	Annual AMS Academic instruction completed by (b) (6) .						
20230119	ACT Annual Sustainment Training complete.						
20230208	-- No associated remark --						
20230208	-- No associated remark --						
20230329	ACM has completed the Annual Written Examination.						
20230406	-- No associated remark --						
	** LAST ENTRY THIS SHEET **						

CREW MEMBER TRAINING RECORD

Sheet No: 3

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

Name: Frankoski, Casey N			DoD ID: (b) (6)				Rank: CW2				Birth Month: Apr		
Date	ACFT	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init
20230419	UH-72A	Standardization Flight Evaluation	PI	-	0.4	1.8	-	-	-	-	R	S	(b) (6)
20230419	UH-72A	NVG Annual Evaluation	PI	-	0.4	1.8	-	-	-	-	R	S	
20230426	UH-72A	ROC-V Training	-	-	-	-	-	-	-	-	-	S	
20230427	UH-72A	APART Complete	-	-	-	-	-	-	-	-	L/R	-	
20230427	UH-72A	ATP Requirements Complete	-	-	-	-	-	-	-	-	-	-	
20230502	UH-72A	Academic Training Complete	-	-	-	-	-	-	-	-	-	-	
20230614	-	Events Posted to DA 759	-	-	-	-	-	-	-	-	-	-	
20231004	-	Temporary Change of Station (TCS)	-	-	-	-	-	-	-	-	-	-	
20231015	UH-72A	Local Area Orientation (LAO)	PI	1.0	0.3	1.2	-	-	-	-	Cabin	S	
20231101	UH-72A	ACT Annual Sustainment Training complete	-	-	-	-	-	-	-	-	-	-	
20231101	-	Mission Briefing Officer (MBO) Training / Designation	-	-	-	-	-	-	-	-	-	-	
20231101	-	Mission Approval Authority (MAA) Training / Designation	-	-	-	-	-	-	-	-	-	-	
20231220	UH-72A	ACM has completed training of task(s).	PI	1.8	-	-	-	-	-	-	R	S	
20231220	UH-72A	No-Notice Flight Evaluation	PI	-	0.6	-	-	-	0.5	-	R	S	
20231229	UH-72A	Unit Waiver - JTFN RFA24 CBRN Eval	-	-	-	-	-	-	-	-	-	-	

Name: Frankoski, Casey N		DoD ID: (b)(6)	Rank: CW2	Sheet No: 3
Date	Remarks	Recorded By		
20230419	-- No associated remark --	(b) (6)		
20230419	ACM has completed the annual Night Vision Goggle (NVG) evaluation.			
20230426	-- No associated remark --			
20230427	2023 APART Complete.			
20230427	ACM has completed ATP requirements.			
20230502	ACM completed safety stand down training IAW HQDA EXORD 258-23.			
20230614	-- No associated remark --			
20231004	ACM has been TCS in support of TF Freedom, South West Border Mission performing duties along the SW Border. Order number 36-256-0009, effective date 10OCT2023..			
20231015	RGV LAO D/N/NG conducted IAW TC 3-04.11 and RFA 24 SWB SOP. LAO included JRSOI Brief by CBP			
20231101	ACT Annual Sustainment Training complete.			
20231101	SWB MBO Training Complete			
20231101	SWB FMAA Training Complete			
20231220	ACM has completed training of updated tasks 1072 and 1074 IAW TC 3-04.11 para 1-12 and STACOM 22-06v2 "AEO Only".			
20231220	No-Notice Flight Evaluation covering the following [Instruments].			
20231229	No recurring CBRN requirements are applicable during mobilization status. This determination was made in coordination with unit commanders and based on review of mobilization requirements ISO RFA24 and associated customer mission sets. Current threat matrix does not support allocated training flight hours conducting CBRN training. Effective dates are 10 OCT 23 - 24 DEC 24			

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.					1. Sheet No. 5
2. Name Frankoski, Casey N			3. Rank CW2		4. Period 10 Oct 23 - 30 Apr 24
PART III. ATP					
1. FAC 1	2. MTFE	3. Phys Exam 19 Apr 23	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft UH-72A	8. RL 1		9. Std Flt Eval	10. Inst Eval	
11. Alternate Acft	12. RL		13. Std Flt Eval	14. Inst Eval	
15. Additional Acft	16. RL		17. Std Flt Eval		
PART IV. REMARKS					
<p>1. Records closed 30 Apr 24 due to end of birth month.</p> <p>2. ACM has completed 44 months of total operational flying duty credit.</p> <p>3. ACM has been TCS in support of TF Freedom, South West Border Mission performing duties along the SW Border. Order number 36-256-0009, effective date 10OCT2023.</p> <p>4. ACT Annual Sustainment Training complete on 20231101.</p>					
Commander's Typed Name, Rank, Branch (b) (6)			Signature		Date

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE [S]: To close out a Soldier's Military Flight record.

ROUTINE USES: Information furnished may be disclosed within DoD only, to DoD officials or employees who need this information in order to perform their official work related duties.

DISCLOSURE: Voluntary how ever this form will not be processed without the Soldier's date of birth. The Army requires this form to be closed out during the Soldier's birth month.

PART I. BIO/DEMOGRAPHIC

1. Sheet No.

15

(b)(6)

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE [S]: To close out a Soldier's Military Flight record.

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PART I. BIO/DEMOGRAPHIC

1. Sheet No.

14

(b)(6)



INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

1. Sheet No.

14

(b)(6)



INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.

15

(b) (6)



INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.

15

(b) (6)



INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

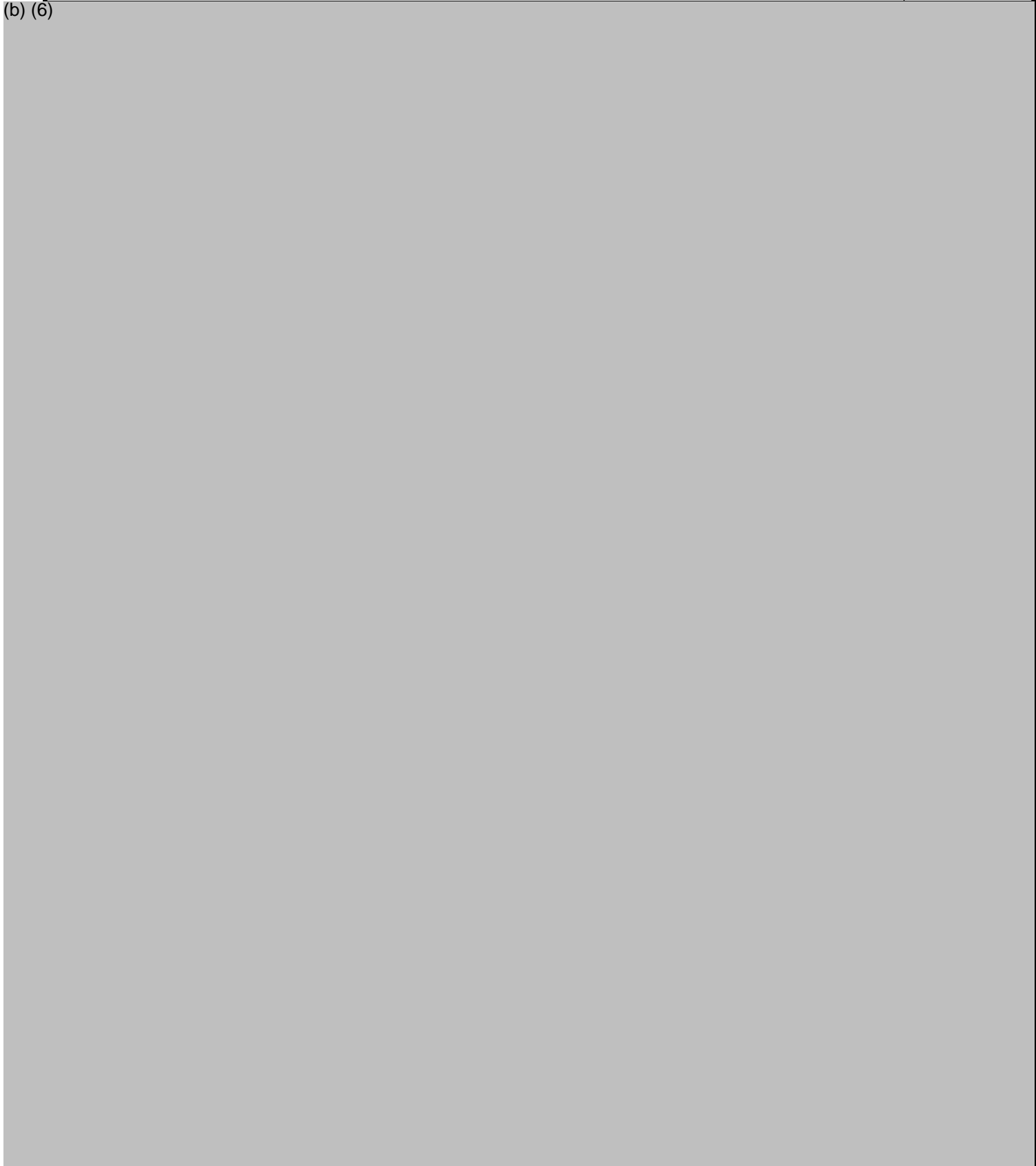
For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.

15

(b) (6)



INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.

15

(b) (6)



INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

FLIGHT RECORD AND FLIGHT PAY WORK SHEET

1. Sheet No.

15

(b) (6)



COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

(b) (6)



CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

(b) (6)



**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

(b) (6)



COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

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(b) (6)



CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

(b) (6)



**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

(b) (6)



CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 1

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

(b) (6)

(b) (6)



CREW MEMBER TRAINING RECORD

Sheet No: 2

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

(b) (6)

(b) (6)



CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

(b)(6)

(b) (6)



CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 4

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

(b)(6)

(b) (6)



CREW MEMBER TRAINING RECORD

Sheet No: 5

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

(b) (6)

(b) (6)



CREW MEMBER TRAINING RECORD

Sheet No: 6

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

(b) (6)

(b) (6)



CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 7

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

(b) (6)



(b) (6)



CREW MEMBER TRAINING RECORD

Sheet No: 8

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

(b) (6)



(b) (6)



CREW MEMBER TRAINING RECORD

Sheet No: 9

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

(b) (6)



(b) (6)



CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 10

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

Voluntary. Disclosure of birth month is voluntary; however, this form will not be processed without the Aircrew Member's birth month.

(b) (6)



(b) (6)



CREW MEMBER TRAINING RECORD

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Sheet No: 11

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

(b) (6)



(b) (6)



INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd)

1. Sheet No.

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

(b) (6)

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.
8

2. Name <p align="center">Grassia III, John Michael</p>	3. Rank <p align="center">CW2</p>	4. Period <p align="center">1 Jan 24 - 31 Dec 24</p>	5. Act/Fit Sim <p align="center">UH-72A</p>
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FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No.	m. Total
	a. CP/CE/EO	b. PI/OR/AO	c. PC/PO	d. UT/MO	e. IP/FE/IO	f. IE/FI/AC	g. SP/SI/SO	h. MP/CA	i. ME/DG	j. XP			
6. D		1.6	46.5								48.1		48.1
7. N			1.1								1.1		1.1
8. H													
9. W			1.4								1.4		1.4
10. NG			5.6								5.6		5.6
11.													
12. NS													
13. DG/DS													
14. TR													
15. AA													
16. Total this Sheet		1.6	54.6								56.2	XXXXX	XXXXXXXXXX
17. From Sheet No.											XXXXX		XXXXXXXXXX
18. Total		1.6	54.6								XXXXX	XXXXX	56.2
19. Combat													
20. Imminent Danger													

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

FLYING HOURS WORK SHEET

1. Name <p align="center">Grassia III, John Michael</p>	2. Rank <p align="center">CW2</p>	3. Period <p align="center">1 Jan 24 - 31 Dec 24</p>
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Section A. (UH-72A)	Section B. (UH-72A)	Section C. (2B72A)
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Date	Duty Sym	Flt Cond	Msn Sym	Hours	Date	Duty Sym	Flt Cond	Msn Sym	Hours	Date	Duty Sym	Flt Cond	Msn Sym	Hours
a.	b.	c.	d.	e.	a.	b.	c.	d.	e.	a.	b.	c.	d.	e.
JAN					OCT	No	Time	Flown		JAN	No	Time	Flown	
11	PI	D		1.6										
26	PC	D		2.7	NOV	No	Time	Flown		FEB				
28	PC	D		4.1						15	PI	D		2.0
28	PC	N		0.1	DEC	No	Time	Flown		15	PI	W		2.0
										19	PC	D		2.0
FEB										19	PC	W		2.0
1	PC	D		5.4										
2	PC	D		2.5						MAR	No	Time	Flown	
2	PC	D		2.0										
4	PC	D		3.7						APR	No	Time	Flown	
4	PC	NG		1.0										
8	PC	D		5.4						MAY	No	Time	Flown	
9	PC	D		3.0										
11	PC	D		5.3						JUN	No	Time	Flown	
11	PC	N		0.2										
14	PC	D		2.7						JUL	No	Time	Flown	
14	PC	N		0.3										
14	PC	NG		1.2						AUG	No	Time	Flown	
21	PC	D		3.7										
23	PC	D		1.5						SEP	No	Time	Flown	
23	PC	N		0.5										
23	PC	NG		3.4						OCT	No	Time	Flown	
28	PC	D		2.9										
29	PC	D		1.6						NOV	No	Time	Flown	
29	PC	W		1.4										
										DEC	No	Time	Flown	
MAR	No	Time	Flown											
APR	No	Time	Flown											
MAY	No	Time	Flown											
JUN	No	Time	Flown											
JUL	No	Time	Flown											
AUG	No	Time	Flown											
SEP	No	Time	Flown											

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE [S]: To close out a Solder's Military Flight record.

ROUTINE USES: Information furnished may be disclosed within DoD only, to DoD officials or employees who need this information in order to perform their official work related duties.

DISCLOSURE: Voluntary how ever this form will not be processed without the Solder's date of birth. The Army requires this form to be closed out during the Soldier's birth month.

PART I. BIO/DEMOGRAPHIC

PART I. BIO/DEMOGRAPHIC			1. Sheet No.	8
2. Name Grassia III, John Michael			3. Rank	CW2
4. Period 1 Jan 24 - 31 Dec 24	5. DOB (b) (6)	6. ASED 28 May 19	7. Branch	AV
8. Component ARNG	9. Unit Det 2. A Co/1-224th Aviation Security and Support BN		10. DMOS	153L
11. Duty Position Aviator		12. Operational Position Yes 09 Dec 20		

PART II. FLIGHT HOURS SECTION A. QUALIFICATIONS

a.	b.	c.	d.	e.	f.	g.	h.	i.	j.	k.	l.	m.	n.
Acft System	Date Qual	Last Flight	Total Time	CP/ CE/ EO	PI/ OR/ AO	PC/ PO	UT/ MO	IP/ FE/ IO	IE/ FI/ AC	SP/ SI/ SO	MP/ CA	ME/ DG	XP
UH-72A	30 Apr 20	29 Feb 24	56.2		1.6	54.6							
NG	30 Apr 20	23 Feb 24	5.6										
2B72A		19 Feb 24	8.0		4.0	4.0							

SECTION B. TOTAL HOURS

a. Combat	b. Imminent Danger	c. Civilian RW	d. Military RW
			56.2
e. Civilian FW	f. Military FW	g. Historical Hours	h. Total Hours
			56.2

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE-ARMY (Cont'd) For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.					1. Sheet No. 8
2. Name Grassia III, John Michael			3. Rank CW2		4. Period 1 Jan 24 - 31 Dec 24
PART III. ATP					
1. FAC 1	2. MTFE	3. Phys Exam 05 Oct 23	4. Ejection Seat	5. Alt Chamber	6. APART Completed
7. Primary Acft UH-72A	8. RL 1		9. Std Flt Eval	10. Inst Eval	
11. Alternate Acft	12 RL		13. Std Flt Eval	14. Inst Eval	
15. Additional Acft	16. RL		17. Std Flt Eval		
PART IV. REMARKS					
1. Records closed 31 Dec 24 due to end of birth month. 2. ACM has completed 67 months of total operational flying duty credit.					
Commander's Typed Name, Rank, Branch (b)(6)			Signature		Date

COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

PART I. BIOGRAPHICAL

Name: Grassia III, John Michael	Rank: CW2	DoD ID: (b) (6)	Birth Month: Dec	FAC: 1
Duty Title: Aviator	Aircraft Type: UH-72A <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Additional <input type="checkbox"/> Alternate			

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	CP	PI	PC	UT	IP	IE	SP	MP	ME	XP	MO	Remarks
Right/Back Seat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cabin	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustment
Dates	01 Jan 2023 31 Dec 2023	01 Jan 2023 30 Jun 2023	01 Jul 2023 31 Dec 2023	
Total Aircraft Hours		48.0	48.0	
Total Simulator Hours	12.0			
Night Unaided Hours		1.0	1.0	
NVG Hours		9.0	9.0	
Hood/Weather Hours		3.0	3.0	
Other Hours (Specify)				
Other Hours (Specify)				

PART IV. ANNUAL REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	01 Oct 2023-31 Dec 2023	
Instrument Flight Evaluation	01 Oct 2023-31 Dec 2023	
Annual Written Examination	01 Oct 2023-31 Dec 2023	Completed 28DEC2023 RAM
NVG Flight Evaluation	01 Oct 2023-31 Dec 2023	
CBAT-C	01 Jan 2023-31 Dec 2023	N/A RAM
ACT	01 Jan 2023-31 Dec 2023	
CBRN	01 Jan 2023-31 Dec 2023	CBRN Waiver Applied RAM
CBAT-O	01 Jan 2023-31 Dec 2023	N/A RAM
ROC-V	01 Jan 2023-31 Dec 2023	
Annual AMS Academics	01 Jan 2023-31 Dec 2023	N/A RAM
Other (Specify)		

PART V. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

Commander: (b)(6)	Signature: (b)(6)	Date: 01 Jan 2023
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I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.

Crew Member's Signature: GRASSIA.JOHN.MICHAEL.II (b) (6)	Date: 06 Jan 2023
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CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Name: Grassia III, John Michael		Aircraft: UH-72A				Page 1 of 1			
Tasks	TECH	Day	Night	INST	NVG	NVS	CBRN	SIM	Remarks
2012 Perform Tactical Flight Mission Planning	4								
2022 Transmit Tactical Reports	2								
2024 Perform Terrain Flight Navigation		2			2				
2026 Perform Terrain Flight		2			2				
2034 Perform Masking and Unmasking		2			2E				
2036 Perform Terrain Flight Deceleration		2			2				
2061 Operate Sensor System	4								
2067 Select Landing Zone - Pickup Zone - Holding Area	2								
2169 Perform Aerial Observation		4			4E				
2502 Perform Aerial Reconnaissance Operations		4			4E				
2530 Conduct Vehicle - Vessel Observation		4			4				
2610 Operate the Video Management System	2								
2615 Operate Digital Map	2								
2620 Operate the High Powered Illumination System	2								
2625 Operate Tactical Video Downlink	2								

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

GRASSIA III, CW2 JOHN MICHAEL (b) (6)

UH-72A

01 JAN 2023

1. ACM will complete the following Additional Training Requirements: - Academic training to be completed IAW Unit SOP - Aeromedical training to be completed IAW Unit SOP FJT 04 Jan 2023
2. The Base Task requirements are specified in the ATM. FJT 04 Jan 2023
3. The NVG Task requirements are specified in the ATM. FJT 04 Jan 2023
4. No-notice evaluations may be written, oral, flight, compatible flight simulator or a combination thereof. Base tasks to be evaluated are at the discretion of the evaluator. Mission tasks to be evaluated should be chosen from those listed on the DA Form 7120-1-R. FJT 04 Jan 2023
5. Annual CBRN requirements are per the ATM. FJT 04 Jan 2023
6. ACM is authorized to perform the instrument APART evaluation in a compatible simulator. FJT 04 Jan 2023
7. Annual AMS academics, evaluation and training requirements will be completed in IAW the UH-72 ATM, TC 3-04.9 & .11. Upon completion of the academics and training, Crewmembers will inform the unit AMSO/SP/IP/SI/FI for recording. FJT 04 Jan 2023
8. Instructor/Trainer task, iteration, and evaluation requirements are per the ATM. FJT 04 Jan 2023
9. Emergency procedure training will be conducted as part of semi-annual requirements using FADEC-F emergency response methodology. Minimum EP periods will be 1.5 hours semi-annually and should focus on at least three EP's. DC 07 Sep 2023

CERTIFICATION:

I have completed my first period flying-hour requirements.

Crew Member's Signature:

GRASSIA.JOHN.MICHAEL.III (b) (6)

Date: 06 Sep 2023

CERTIFICATION:

I have completed my second period and annual flying-hour, iteration, and evaluation requirements.

Crew Member's Signature:

GRASSIA.JOHN.MICHAEL.III (b) (6)

Date: 29 Dec 2023

COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

PART I. BIOGRAPHICAL

Name: Grassia III, John Michael	Rank: CW2	DoD ID: (b) (6)	Birth Month: Dec	FAC: 1
Duty Title: Aviator	Aircraft Type: UH-72A <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Additional <input type="checkbox"/> Alternate			

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	CP	PI	PC	UT	IP	IE	SP	MP	ME	XP	MO	Remarks
Right/Back Seat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cabin	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustment
Dates	01 Jan 2024 31 Dec 2024	01 Jan 2024 30 Jun 2024	01 Jul 2024 31 Dec 2024	
Total Aircraft Hours		48.0	48.0	
Total Simulator Hours	12.0			
Night Unaided Hours		1.0	1.0	
NVG Hours		9.0	9.0	
Hood/Weather Hours		3.0	3.0	
Other Hours (Specify)				
Other Hours (Specify)				

PART IV. ANNUAL REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	01 Oct 2024-31 Dec 2024	
Instrument Flight Evaluation	01 Oct 2024-31 Dec 2024	
Annual Written Examination	01 Oct 2024-31 Dec 2024	
NVG Flight Evaluation	01 Oct 2024-31 Dec 2024	
Annual Academic Evaluation	01 Jan 2024-31 Dec 2024	
ACT	01 Jan 2024-31 Dec 2024	
CBRN	01 Jan 2024-31 Dec 2024	
CBAT		
ROC-V		
Other (Specify)		
Other (Specify)		

PART V. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

Commander: (b)(6)	Signature: (b)(6)	Date: 01 Jan 2024
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I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.

Crew Member's Signature: GRASSIA.JOHN.MICHAEL.II (b) (6)	Date: 04 Jan 2024
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CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

Name: Grassia III, John Michael **Aircraft:** UH-72A **Page** 1 of 1

Tasks	TECH	Day	Night	INST	NVG	NVS	CBRN	SIM	Remarks
1425 Employ Aviator's Night Vision Imaging System					1E				
1426 React to Aviator's Night Vision Imaging System Failure					1E				
2012 Perform Tactical Flight Mission Planning	4								
2022 Transmit Tactical Reports	2								
2024 Perform Terrain Flight Navigation		2			2				
2026 Perform Terrain Flight		2			2				
2034 Perform Masking and Unmasking		2			2				
2036 Perform Terrain Flight Deceleration		2			2				
2061 Operate Sensor System	4				2E				
2067 Select Landing Zone - Pickup Zone - Holding Area	2								
2169 Perform Aerial Observation		4			4E				
2502 Perform Aerial Reconnaissance Operations		4			4E				
2530 Conduct Vehicle - Vessel Observation		4			4				
2610 Operate the Video Management System	2								
2615 Operate Digital Map	2				2E				
2620 Operate the High Powered Illumination System	2								
2625 Operate Tactical Video Downlink	2								

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

GRASSIA III, CW2 JOHN MICHAEL (b) (6)

UH-72A

01 JAN 2024

1. ACM will complete the following Additional Training Requirements: -Academic training to be completed IAW Unit SOP. -Aeromedical training to be completed IAW Unit SOP. RAM 02 Jan 2024
2. The Base Task requirements are specified in the ATM RAM 02 Jan 2024
3. The NVG Task Requirements are specified in the ATM RAM 02 Jan 2024
4. No-notice evaluations may be written, oral, flight, compatible flight simulator or combination thereof. Base tasks to be evaluated are at the discretion of the evaluator. Mission tasks to be evaluated should be chosen from those listed on the DA Form 7120-R. RAM 02 Jan 2024
5. Annual CBRN requirements are per the ATM. RAM 02 Jan 2024
6. ACM is authorized to perform the Instrument APART evaluation in a compatible simulator. RAM 02 Jan 2024
7. Emergency Procedure training will be conducted as part of semi-annual requirements using FADEC-F emergency response methodology. Minimum EP periods will be 1.5 hours semi-annually and should focus on at least three EP's. RAM 02 Jan 2024

CERTIFICATION:

I _____ completed my first period flying-hour requirements.

Crew Member's Signature:

Date:

CERTIFICATION:

I _____ completed my second period and annual flying-hour, iteration, and evaluation requirements.

Crew Member's Signature:

Date:

CREW MEMBER TRAINING RECORD

Sheet No: 1

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

Name: Grassia III, John Michael			DoD ID: (b) (6)				Rank: WO1				Birth Month: Dec		
Date	ACFT	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init
20190406	-	SERE C Qualified	-	-	-	-	-	-	-	-	-	-	(b) (6)
20191112	-	Assignment	-	-	-	-	-	-	-	-	-	-	(b) (6)
20200430	-	Completed IERW Course	-	-	-	-	-	-	-	-	-	-	(b) (6)
20200430	-	Awarded Rotary Wing Instrument rating	-	-	-	-	-	-	-	-	-	-	(b) (6)
20200430	UH-60L	ACT Initial Qualification complete	-	-	-	-	-	-	-	-	-	S	(b) (6)
20200430	UH-72A	Aircraft Qualification-D/N/NVG	PI	53.7	1.0	11.4	-	-	17.5	37.5	L/R	-	(b) (6)
20200430	UH-60L	Aircraft Qualification-D/N/NVG	PI	23.4	1.0	17.9	-	1.6	2.6	21.0	L/R	-	(b) (6)
20200430	UH-60L	Heads Up Display (HUD) Qualification	PI	-	-	-	-	-	-	-	L/R	-	(b) (6)
20200430	-	Basic Aviator Badge Awarded	-	-	-	-	-	-	-	-	-	-	(b) (6)
20200501	-	Temporary Duty (TDY)	-	-	-	-	-	-	-	-	-	-	(b) (6)
20200611	UH-60M	Aircraft Qualification-D/N/NVG	PI	10.2	1.0	6.0	-	-	-	13.5	L/R	-	(b) (6)
20200611	-	Return from TDY	-	-	-	-	-	-	-	-	-	-	(b) (6)
20200624	UH-60L	Commanders Evaluation - Records Review-D/N/NVG RL 3	PI	-	-	-	-	-	-	-	-	-	(b) (6)
20200626	UH-60L	CBAT - O Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)
20200626	UH-60L	ROC-V Training	-	-	-	-	-	-	-	-	-	S	(b) (6)
20200629	-	NGB Service Orders Received	-	-	-	-	-	-	-	-	-	-	(b) (6)
20200714	UH-60L	Task 1070 implementation complete	PI	2.0	-	-	-	-	-	-	L	S	(b) (6)
20200728	UH-60L	Start Mission Training-D/N RL 2	PI	9.1	2.3	-	-	0.5	1.3	-	L/R	-	(b) (6)
20200728	UH-60L	Instrument Flight Evaluation	PI	-	-	-	-	0.5	1.3	-	L/R	S	(b) (6)
20200806	UH-60L	Start Mission Training-NVG RL 2	PI	-	0.3	3.4	-	-	-	-	L/R	S	(b) (6)
20200806	UH-60L	Local Area Orientation (LAO)-D/N/NVG	PI	1.0	1.0	1.0	-	-	-	-	L/R	-	(b) (6)
20200813	UH-60L	CBRN Annual Evaluation	PI	0.5	-	-	-	-	-	-	R	S	(b) (6)
20200817	UH-60L	Initial AMS Training Complete-D	PI	2.2	-	-	-	-	-	-	L	-	(b) (6)

Name: Grassia III, John Michael		DoD ID: (b) (6)	Rank: WO1	Sheet No: 1
Date	Remarks	Recorded By		
20190406	Qualified at Fort Rucker, AL. Class# 19-011.	(b) (6)		
20191112	ACM is assigned to CO A, 3-142 AV WUATA0 as a FAC 1 153D ACM. Paragraph 202 Line 03. Order #316-1026.			
20200430	Completed the Aviation Warrant Officer Basic Course. Class #20-013.			
20200430	-- No associated remark --			
20200430	ACT Initial Qualification complete.			
20200430	ACM Qualified D/N/NVG in UH-72A.			
20200430	ACM Qualified D/N/NVG in UH-60L.			
20200430	-- No associated remark --			
20200430	ACM awarded Basic Aviator Badge under provisions of USAACE, Fort Rucker, AL, 20200430.			
20200501	ACM TDY for UH60M Aviator Qualification Course (TRANS). Class #20-14.			
20200611	ACM Qualified D/N/NVG in UH-60M.			
20200611	ACM returns from UH60M Aviator Qualification Course (TRANS). Class #20-14.			
20200624	Based on a Records Review this ACM is designated RL3 D/N/NVG.			
20200626	-- No associated remark --			
20200626	-- No associated remark --			
20200629	NGB order 181-02 received this date. Effective 01 May 2020.			
20200714	ACM trained and evaluated on emergency response method (FADEC-F) IAW DES STACOM Message 20-01			
20200728	ACM designated RL2 D/N this date			
20200728	All instrument maneuvers completed during RL progression with (b) (6).			
20200806	-- No associated remark --			
20200806	D/N/NG LAO completed during progression.			
20200813	-- No associated remark --			
20200817	Initial AMS training complete. (Task 2900 academics and flight maneuvers)			
	** LAST ENTRY THIS SHEET **			

CREW MEMBER TRAINING RECORD

Sheet No: 2

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

Name: Grassia III, John Michael			DoD ID: (b) (6)				Rank: WO1				Birth Month: Dec		
Date	ACFT	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init
20200831	UH-60L	CBAT - C Complete	-	-	-	-	-	-	-	-	-	S	(b)(6)
20200925	UH-60L	Completed Training-D/N RL 1	PI	16.0	-	-	-	-	-	-	L/R	S	(b)(6)
20201209	UH-72A	Assignment	-	-	-	-	-	-	-	-	-	-	(b)(6)
20201209	UH-60L	Removal From ATP	-	-	-	-	-	-	-	-	-	-	(b)(6)
20201214	UH-72A	Commanders Evaluation - Records Review-D/N/NVG RL 3	PI	-	-	-	-	-	-	-	-	-	(b)(6)
20201231	UH-72A	ATP Requirements Complete	-	-	-	-	-	-	-	-	-	-	(b)(6)
20210108	-	Events Posted to DA 759	-	-	-	-	-	-	-	-	-	-	(b)(6)
20210108	UH-72A	CBRN Annual Evaluation	PI	0.5	-	-	-	-	-	-	L	S	(b)(6)
20210128	UH-72A	Instrument Flight Evaluation	PI	1.9	-	-	-	1.5	0.5	-	L	S	(b)(6)
20210128	UH-72A	Start Mission Training-D/N RL 2	PI	12.1	1.4	-	-	1.5	2.2	-	L/R	S	(b)(6)
20210128	UH-72A	Annual Written Examination	-	-	-	-	-	-	-	-	-	S	(b)(6)
20210320	UH-72A	Completed Training-D/N RL 1	PI	19.2	-	-	-	0.7	1.6	-	L/R	S	(b)(6)
20210331	UH-72A	ACT Annual Sustainment Training complete	-	-	-	-	-	-	-	-	-	-	(b)(6)
20210520	UH-72A	Start Mission Training-NVG RL 2	PI	-	0.4	5.7	-	-	-	2.0	L/R	S	(b)(6)
20210624	UH-72A	Completed Training-NVG RL 1	PI	0.3	1.4	7.2	-	-	-	-	L/R	S	(b)(6)
20211123	UH-72A	Standardization Flight Evaluation	PI	-	-	2.1	-	-	-	-	R	S	(b)(6)
20211123	UH-72A	NVG Annual Evaluation	PI	-	-	2.1	-	-	-	-	R	S	(b)(6)
20211201	UH-72A	Instrument Flight Evaluation	PI	1.0	-	-	-	2.4	0.8	-	L	S	(b)(6)
20211217	UH-72A	CBAT - O Complete	-	-	-	-	-	-	-	-	-	S	(b)(6)
20211217	UH-72A	ROC-V Training	-	-	-	-	-	-	-	-	-	S	(b)(6)
20211222	UH-72A	CBAT - C Complete	-	-	-	-	-	-	-	-	-	S	(b)(6)
20211222	UH-72A	Annual AMS Academics Complete	-	-	-	-	-	-	-	-	-	S	(b)(6)
20211230	UH-72A	Annual Written Examination	-	-	-	-	-	-	-	-	-	S	(b)(6)

Name: Grassia III, John Michael		DoD ID: 1410687433	Rank: WO1	Sheet No: 2
Date	Remarks	Recorded By		
20200831	-- No associated remark --	(b)(6)		
20200925	-- No associated remark --			
20201209	ACM is assigned to DET 2, CO A, 1-224 AV WP7QA2 as a FAC 1 153L, UH-72A Pilot. Paragraph 209 Line 04.			
20201209	ACM has been removed from the ATP due to re-assignment to a unit with a different airframe.			
	Approved (b) (6)			
20201214	Based on a Records Review this ACM is designated RL 3 D/N/NG. ACM has not flown this airframe in over			
	180 Days, begin refresher training in all modes.			
20201231	ACM has completed ATP requirements. ACM is RL3 D/N/NG and has no: APART, Simulator, hour, iteration,			
	or task requirements.			
20210108	-- No associated remark --			
20210108	-- No associated remark --			
20210128	-- No associated remark --			
20210128	Designated RL2 D/N, start mission training.			
20210128	ACM has completed the Annual Written Examination.			
20210320	-- No associated remark --			
20210331	ACT Annual Sustainment Training complete.			
20210520	Designated RL2 NG.			
20210624	Designated RL 1 NVG.			
20211123	-- No associated remark --			
20211123	ACM has completed the annual Night Vision Goggle (NVG) evaluation.			
20211201	-- No associated remark --			
20211217	-- No associated remark --			
20211217	-- No associated remark --			
20211222	-- No associated remark --			
20211222	Annual AMS ACAT academics completed on 17 December 2021			
20211230	ACM has completed the Annual Written Examination.			

CREW MEMBER TRAINING RECORD

Sheet No: 3

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

Name: Grassia III, John Michael			DoD ID: (b) (6)				Rank: CW2				Birth Month: Dec		
Date	ACFT	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init
20211230	UH-72A	APART Complete	-	-	-	-	-	-	-	-	L/R	-	(b) (6)
20211230	UH-72A	ATP Requirements Complete	-	-	-	-	-	-	-	-	-	-	(b) (6)
20211231	-	Events Posted to DA 759	-	-	-	-	-	-	-	-	-	-	(b) (6)
20220403	UH-72A	Temporary Duty (TDY)	-	-	-	-	-	-	-	-	-	-	(b) (6)
20220630	UH-72A	ATP Requirements Prorated	PI	-	-	-	-	-	-	-	-	-	(b) (6)
20220630	UH-72A	Commanders Evaluation - Records Review	PI	-	-	-	-	-	-	-	-	-	(b) (6)
20221019	UH-72A	Return from TDY-D/N/NVG RL 3	PI	-	-	-	-	-	-	-	-	-	(b) (6)
20221028	UH-72A	ACT Annual Sustainment Training complete	-	-	-	-	-	-	-	-	-	-	(b) (6)
20221028	UH-72A	Start Refresher Training-D/N/NVG RL 3	PI	-	-	-	-	-	-	-	-	-	(b) (6)
20221028	UH-72A	Annual Written Examination	-	-	-	-	-	-	-	-	-	S	(b) (6)
20221028	UH-72A	ROC-V Training	-	-	-	-	-	-	-	-	-	S	(b) (6)
20221210	UH-72A	CBRN Annual Evaluation	PI	0.3	-	-	-	-	-	-	R	S	(b) (6)
20221210	UH-72A	Start Mission Training-D/N RL 2	PI	3.2	1.4	-	-	-	1.4	-	L/R	S	(b) (6)
20221214	UH-72A	Standardization Flight Evaluation	PI	-	-	1.7	-	-	-	-	R	S	(b) (6)
20221214	UH-72A	NVG Annual Evaluation	PI	-	-	1.7	-	-	-	-	R	S	(b) (6)
20221214	UH-72A	Start Mission Training-NVG RL 2	PI	-	-	3.4	-	-	-	-	L/R	S	(b) (6)
20221215	UH-72A	Instrument Flight Evaluation	PI	0.3	-	-	-	-	1.0	-	L	S	(b) (6)
20221221	UH-72A	CBAT - O Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)
20221221	UH-72A	Annual AMS Academics Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)
20221221	UH-72A	CBAT - C Complete	-	-	-	-	-	-	-	-	-	S	(b) (6)
20221221	UH-72A	APART Complete	-	-	-	-	-	-	-	-	-	-	(b) (6)
20221221	UH-72A	ATP Requirements Complete	-	-	-	-	-	-	-	-	-	-	(b) (6)
		** LAST ENTRY THIS SHEET **											

Name: Grassia III, John Michael		DoD ID: (b) (6)	Rank: CW2	Sheet No: 3
Date	Remarks	Recorded By		
20211230	2021 APART Complete.	(b)(6)		
20211230	ACM has completed ATP requirements.			
20211231	-- No associated remark --			
20220403	ACM has been excused from the ATP due to (Commander has excused the ACM from military requirements).			
	ACM is attending the NYSP academy for approximately 6 months effective 3 Apr 2022.			
	Approved (b)(6)			
20220630	The ATP Flying Hour requirements for this ACM have been prorated due to (ACM TDY, excused by Commander			
	for attending NYSP academy). 1st semi-annual total hours and annual simulator hours.			
	Approved (b) (6)			
20220630	ACM is restricted from flight duties until completing ACT sustainment.			
20221019	Returned from TDY for NYSP Academy			
20221028	ACT Annual Sustainment Training complete.			
20221028	-- No associated remark --			
20221028	ACM has completed the Annual Written Examination.			
20221028	-- No associated remark --			
20221210	-- No associated remark --			
20221210	-- No associated remark --			
20221214	-- No associated remark --			
20221214	ACM has completed the annual Night Vision Goggle (NVG) evaluation.			
20221214	-- No associated remark --			
20221215	-- No associated remark --			
20221221	-- No associated remark --			
20221221	Annual AMS ACAT academics completed on 21 December 2022			
20221221	-- No associated remark --			
20221221	2022 APART Complete.			
20221221	ACM has completed ATP requirements.			

CREW MEMBER TRAINING RECORD

Sheet No: 4

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

AUTHORITY: Title 5, USC, Section 301

PRINCIPAL PURPOSE(S): To track Aircrew Members' Flight Records.

ROUTINE USES: Information furnished may be disclosed within DoD only, to officials or employees who need this information to perform their official duties.

DISCLOSURE: Voluntary. Disclosure of birth month is voluntary; however this form will not be processed without the Aircrew Member's birth month.

Name: Grassia III, John Michael			DoD ID: (b) (6)				Rank: CW2				Birth Month: Dec		
Date	ACFT	Event	Duty	D	N	NG	NS	W	H	Sim	Seat	GR	CM Init
20230101	-	Events Posted to DA 759	-	-	-	-	-	-	-	-	-	-	(b) (6)
20230124	UH-72A	Completed Training-D/N RL 1	PI	2.0	-	-	-	-	-	-	L/R	S	
20230301	UH-72A	Completed Training-NVG RL 1	PI	-	-	3.2	-	-	-	-	L/R	S	
20230404	UH-72A	No-Notice Flight Evaluation	PI	3.4	-	-	-	-	-	-	R	S	
20230502	UH-72A	Academic Training Complete	-	-	-	-	-	-	-	-	-	-	
20230907	UH-72A	ACT Annual Sustainment Training complete	-	-	-	-	-	-	-	-	-	-	
20231004	-	Temporary Change of Station (TCS)	-	-	-	-	-	-	-	-	-	-	
20231015	UH-72A	Local Area Orientation (LAO)	PI	1.0	0.5	1.0	-	-	-	-	R	S	
20231101	UH-72A	ACT Annual Sustainment Training complete	-	-	-	-	-	-	-	-	-	-	
20231101	-	Mission Briefing Officer (MBO) Training / Designation	-	-	-	-	-	-	-	-	-	-	
20231101	-	Mission Approval Authority (MAA) Training / Designation	-	-	-	-	-	-	-	-	-	-	
20231108	UH-72A	Standardization Flight Evaluation	PI	0.7	0.6	2.2	-	-	-	-	R	S	
20231108	UH-72A	NVG Annual Evaluation	PI	0.7	0.6	2.2	-	-	-	-	R	S	
20231108	UH-72A	PC / AC Evaluation	PI	0.7	0.6	2.2	-	-	0.4	-	L/R	S	
20231108	UH-72A	ACM has completed training of task(s).	PI	0.7	-	-	-	-	-	-	R	S	
20231206	UH-72A	Instrument Flight Evaluation	PI	1.9	-	-	-	-	0.8	-	L	S	
20231227	UH-72A	ATP Requirements Complete	-	-	-	-	-	-	-	-	-	-	
20231228	UH-72A	Annual Written Examination	-	-	-	-	-	-	-	-	-	S	
20231228	UH-72A	ROC-V Training	-	-	-	-	-	-	-	-	-	S	
20231228	UH-72A	Academic Training Complete	-	-	-	-	-	-	-	-	-	-	
20231228	UH-72A	APART Complete	-	-	-	-	-	-	-	-	-	-	
		** LAST ENTRY THIS SHEET **											

Name: Grassia III, John Michael		DoD ID: 1410687433	Rank: CW2	Sheet No: 4
Date	Remarks	Recorded By		
20230101	-- No associated remark --	(b) (6)		
20230124	Designated RL1 D/N			
20230301	Designated RL1 NVG			
20230404	No-Notice Flight Evaluation covering [VMC air movement and decision making.]			
20230502	ACM completed safety stand down training IAW HQDA EXORD 258-23.			
20230907	ACT Annual Sustainment Training complete.			
20231004	ACM has been TCS in support of TF Freedom, South West Border Mission performing duties along the SW			
	Border. Order number 36-256-0006, effective date 10OCT2023.			
20231015	RGV LAO D/N/NG conducted IAW TC 3-04.11 and RFA 24 SWB SOP. LAO included JRSOI Brief by CBP.			
20231101	ACT Annual Sustainment Training complete.			
20231101	SWB MBO training complete.			
20231101	SWB FMAA Training Complete			
20231108	-- No associated remark --			
20231108	ACM has completed the annual Night Vision Goggle (NVG) evaluation.			
20231108	PC Eval completed over multiple flights. Designated PC 8NOV23 pending BC signature.			
	Approved (b) (6)			
20231108	ACM has completed training of updated tasks 1072 and 1074 IAW TC 3-04.11 para 1-12 and STACOM 22-06v2			
	"AEO Only".			
20231206	-- No associated remark --			
20231227	ACM has completed ATP requirements.			
20231228	ACM has completed the Annual Written Examination.			
20231228	-- No associated remark --			
20231228	Annual Academic Training completed 28DEC2023			
20231228	2023 APART Complete.			
	** LAST ENTRY THIS SHEET **			

INDIVIDUAL FLIGHT RECORD AND FLIGHT CERTIFICATE - ARMY

For use of this form, see AR 95-1, AR 95-23, and FM 3-04.300; the proponent agency is DCS, G-3/5/7.

AIRCRAFT CLOSEOUT SUMMARY

1. Sheet No.
8

2. Name <p align="center">Grassia III, John Michael</p>	3. Rank <p align="center">CW2</p>	4. Period <p align="center">1 Jan 24 - 31 Dec 24</p>	5. Act/Fit Sim <p align="center">2B72A</p>
--	--------------------------------------	---	---

FLIGHT COND SYM	FLYING DUTY SYMBOL										k. Total This Sheet	l. From Sheet No.	m. Total
	a. CP/ CE/ EO	b. PI/ OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FI/ AC	g. SP/ SI/ SO	h. MP/ CA	i. ME/ DG	j. XP			
6. D		2.0	2.0								4.0		4.0
7. N													
8. H													
9. W		2.0	2.0								4.0		4.0
10. NG													
11.													
12. NS													
13. DG/ DS													
14. TR													
15. AA													
16. Total this Sheet		4.0	4.0								8.0	XXXXX	XXXXXXXXXX
17. From Sheet No.											XXXXX		XXXXXXXXXX
18. Total		4.0	4.0								XXXXX	XXXXX	8.0
19. Combat													
20. Imminent Danger													

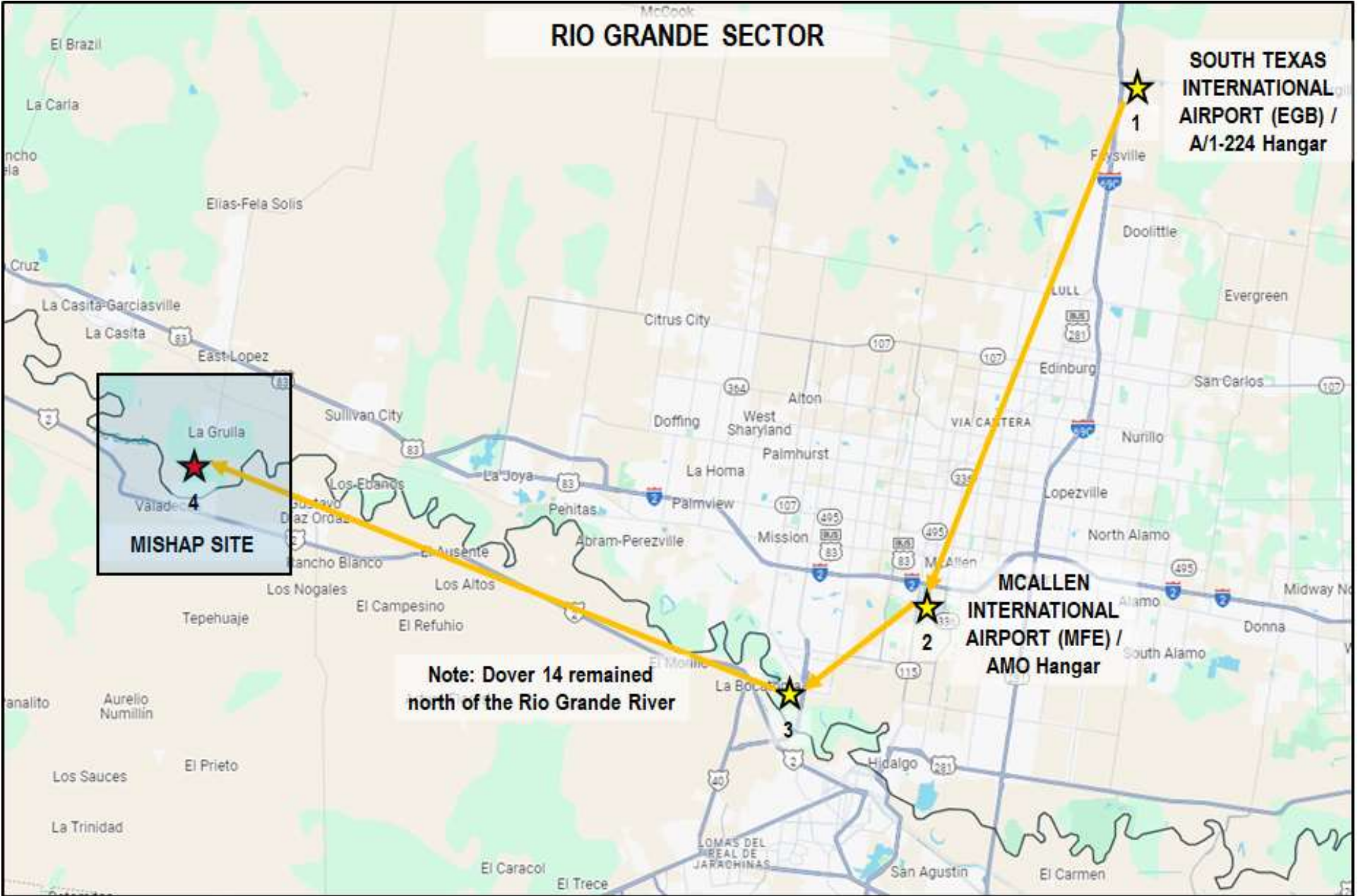
RIO GRANDE SECTOR

SOUTH TEXAS INTERNATIONAL AIRPORT (EGB) / A/1-224 Hangar

MISHAP SITE

MCALLEN INTERNATIONAL AIRPORT (MFE) / AMO Hangar

Note: Dover 14 remained north of the Rio Grande River





DEPARTMENT OF THE ARMY
HEADQUARTERS, 127TH AVIATION SUPPORT BATTALION
COMBAT AVIATION BRIGADE, 1ST ARMORED DIVISION
11250 SSG SIMS STREET, BIGGS ARMY AIRFIELD
FORT BLISS, TEXAS 79916

AFVB-CAB-HB

19 March 2024

MEMORANDUM FOR Armed Forces Medical Examiner System, 115 Purple Heart Dr, Dover Air Force Base, DE 19902

SUBJECT: Autopsy Examination Report Request

1. The purpose of this memorandum is to request the autopsy examination report and photographs pertaining to Ms. Frankoski, Casey (DOD (b) (6)). The report is being requested pursuant to an Army CRC safety investigation into the Class A mishap on March 8th, 2023.
2. The point of contact for this memorandum is (b) (6)

(b) (6)

REQUEST FOR AUTOPSY REPORT AND SUPPLEMENTAL INFORMATION

DATA REQUIRED BY THE PRIVACY ACT OF 1974

AUTHORITY: Title 10 USC, Section 1471
PRINCIPAL PURPOSE: To obtain records/reports of remains by persons legally authorized access to this information.
ROUTINE USES: By Department of Defense and other agencies to document and authorize actions necessary for the release of post-autopsy supplemental information.
DISCLOSURE: Disclosure of requested information is voluntary. Without disclosure your desires may not be recorded and accommodated.

NAME OF DECEASED (Last, First, Middle Initial) Grassia, John	SERVICE/RANK OF DECEASED Army/CW2	SSN OF DECEASED OR DOD ID # (b)(6)
TYPED OR PRINTED NAME OF REQUESTOR (b)(6)	REQUESTOR DAYTIME PHONE NUMBER(S) (b)(6)	
RELATIONSHIP TO DECEASED/REASON FOR NEED TO KNOW Army Safety Investigation Board Flight Surgeon	REQUESTOR EMAIL (b)(6)	
	FOR FPI USE: RECEIPT DATE/TIME	

I, the undersigned, am requesting to receive a copy of the official autopsy report written and maintained by Forensic Pathology Investigations (FPI), Armed Forces Medical Examiner System (AFMES).

I wish to receive the following:

(b) [redacted] I would like to receive a copy of the official autopsy report written by the FPI Medical Examiner.
 Initials

I understand official federal business requests will be sent via encrypted email and/or a secure DoD file sharing system unless otherwise specified. I understand I may elect to receive requested information for personal reasons at my home address or choose another individual (such as a casualty assistance office, family member, counselor, etc.) to whom the requested information is sent on my behalf.

Please send the requested information to the following (select one):

(b) [redacted] Initials	Official Business Request. Send via encrypted email (unless otherwise specified):		
	OFFICIAL GOVERNMENT EMAIL (MANDATORY) (b)(6)		
[redacted] Initials	Please deliver the requested material to my home address:		RELATIONSHIP TO ADDRESSEE
	SHIPMENT ADDRESS (NOTE: FEDEX DOES NOT DELIVER TO P.O. BOXES)		
[redacted] Initials	Please deliver the requested material to the following individual on my behalf:		
	TYPED OR PRINTED NAME OF ADDRESSEE	ADDRESSEE DAYTIME PHONE NUMBER(S)	
	SHIPMENT ADDRESS (NOTE: FEDEX DOES NOT DELIVER TO P.O. BOXES)		RELATIONSHIP TO ADDRESSEE
SIGNATURE OF REQUESTOR	(b)(6)		DATE [redacted]

PLEASE INCLUDE A PHOTOCOPIY OF A CURRENT GOVERNMENT-ISSUED PHOTO ID WITH YOUR REQUEST.

We cannot process your request without verification of your identity and your legal right to this information, in accordance with the Privacy Act of 1974, as amended.

IF YOU ARE REQUESTING THIS INFORMATION FOR OFFICIAL BUSINESS, PLEASE INCLUDE A COPY OF YOUR APPOINTMENT LETTER OR A MEMORANDUM OF JUSTIFICATION ON FORMAL LETTERHEAD CITING YOUR NEED TO KNOW.

If you have questions, please contact the Armed Forces Medical Examiner at (302) 346-8648.

Submit this request form and a copy of your ID or letter of justification via one of the following modes:

Email: dha.dover.afmes.mbx.operations@health.mil
 Mail: Armed Forces Medical Examiner System
 115 Purple Heart Drive
 Dover Air Force Base, DE 19902
 Fax: (302) 346-8819

Controlled by : AFMES
 Controlled by : Director, Forensic Pathology Investigations
 Category: DREC/INV/PRVCY
 LDC: FEDCON
 POC: 302-346-8648

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP

SUMMARY OF WITNESS INTERVIEW

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/12/27/2020-123049/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b) (6)	2. OCCUPATION/TITLE (b) (6)	3. GRADE (b) (6)	4. DATE OF BIRTH (b) (6)
5. SERVICE CODE (If military, include organization) (b) (6)		6. TELEPHONE NUMBER (Duty/Work) (b) (6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240314
8. EXPERIENCE AND BACKGROUND 24Yrs CBP/12 Yrs AMO	9. LOCATION AT TIME OF ACCIDENT In Flight	10. INTERVIEWER (Name and Grade) (b) (6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.			
a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)			
b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.)			
THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.			
(b) (6) SIGNATURE OF INTERVIEWER		20240513 DATE (YYYYMMDD)	

12. SUMMARY OF INTERVIEW

(b) (5), (b) (6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

**TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW**

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

**REQUIREMENTS CONTROL SYMBOL
CSOCS-308****PRIVACY ACT STATEMENT****AUTHORITY:** 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.**PRINCIPAL PURPOSE(S):** The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.**ROUTINE USES:** There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.**DISCLOSURE:** Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE (b)(6)	3. GRADE (b)(6)	4. DATE OF BIRTH (b)(6)
5. ADDRESS (Include ZIP Code) (If military, include organization) (b)(6)		6. TELEPHONE NUMBER (Duty/Work) (b)(6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240314
8. EXPERIENCE AND BACKGROUND 6 Years, Aviation approx 1100 TT	9. LOCATION AT TIME OF ACCIDENT Edinburg Hangar KEBG	10. INTERVIEWER (Name and Grade) (b)(6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10. a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.) b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.) THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY. (b)(6) _____ SIGNATURE OF INTERVIEWER 20240513 DATE (YYYYMMDD)			
12. SUMMARY OF INTERVIEW (b)(5), (b)(6)			
13. DATE OF ACCIDENT (YYYYMMDD) 20240308			

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE	3. GRADE	4. DATE OF BIRTH
5. ADDRESS (Include ZIP Code) (If military, include organization) (b)(6)		6. TELEPHONE NUMBER (Duty/Work) (b)(6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240315
8. EXPERIENCE AND BACKGROUND 10 Years in Army, approx 1500 hours	9. LOCATION AT TIME OF ACCIDENT Hangar	10. INTERVIEWER (Name and Grade) (b)(6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10. a. Was a promise of confidentiality offered to the witness? <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.) b. Confidentiality was requested by the witness. <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.) THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY. (b)(6) SIGNATURE OF INTERVIEWER 20240513 DATE (YYYYMMDD)			
12. SUMMARY OF INTERVIEW (b)(5), (b)(6)			
13. DATE OF ACCIDENT (YYYYMMDD) 20240308			

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)**a. Promise of confidentiality offered.**

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2824 or commercial (334) 255-2824.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2824 or commercial (334) 255-2824.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI)	2. OCCUPATION/TITLE (b) (6)	3. GRADE	4. DATE OF BIRTH
5. ADDRESS (Include ZIP Code) (If military, include organization) (b)(6)	6. TELEPHONE NUMBER (Home/Work) (b)(6)		7. DATE OF INTERVIEW (YYYYMMDD) 20240315
8. EXPERIENCE AND BACKGROUND 10 Years in Army, approx 1500 hours	9. LOCATION AT TIME OF ACCIDENT Hangar	10. INTERVIEWER (Name and Grade) (b)(6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.			
a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)			
b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.)			
THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.			
(b)(6)		20240513	
SIGNATURE OF INTERVIEWER		DATE (YYYYMMDD)	

12. SUMMARY OF INTERVIEW

(b) (5), (b) (6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below.

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Please write - do not sign)

**TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW**

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

**REQUIREMENTS CONTROL SYMBOL
CSOCS-308****PRIVACY ACT STATEMENT****AUTHORITY:** 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.**PRINCIPAL PURPOSE(S):** The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.**ROUTINE USES:** There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.**DISCLOSURE:** Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI)	2. OCCUPATION/TITLE (b) (6)	3. GRADE	4. DATE OF BIRTH
5. ADDRESS (Include ZIP Code) (If military, include organization) (b) (6)	6. TELEPHONE NUMBER (Include Area Code) (b) (6)		7. DATE OF INTERVIEW (YYYYMMDD) 20240315
8. EXPERIENCE AND BACKGROUND ASO-8 yrs, IP-5 yrs, FCP-3 yrs	9. LOCATION AT TIME OF ACCIDENT McAllen 1405ish	10. INTERVIEWER (Name and Grade) (b) (6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.			
a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)			
b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.)			
THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.			
(b) (6) SIGNATURE OF INTERVIEWER		20240513 DATE (YYYYMMDD)	

12. SUMMARY OF INTERVIEW

(b) (5), (b) (6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2824 or commercial (334) 255-2824.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2824 or commercial (334) 255-2824.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE (b)(6)	3. GRADE (b)(6)	4. DATE OF BIRTH (b)(6)				
5. ADDRESS (Include ZIP Code) (If military, include organization) (b)(6)		6. TELEPHONE (Include extension) (b)(6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240318				
8. EXPERIENCE AND BACKGROUND 18 Yrs in Service/4998.0	9. LOCATION AT TIME OF ACCIDENT (b)(6)	10. INTERVIEWER (Name and Grade) (b)(6)					
<p>11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.</p> <p>a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)</p> <p>b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.)</p> <p style="text-align: center;">THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%; text-align: center;">(b)(6)</td> <td style="width: 40%; text-align: center;">20240513</td> </tr> <tr> <td style="text-align: center;">SIGNATURE OF INTERVIEWER</td> <td style="text-align: center;">DATE (YYYYMMDD)</td> </tr> </table>				(b)(6)	20240513	SIGNATURE OF INTERVIEWER	DATE (YYYYMMDD)
(b)(6)	20240513						
SIGNATURE OF INTERVIEWER	DATE (YYYYMMDD)						

12. SUMMARY OF INTERVIEW

(b) (5), (b) (6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)**a. Promise of confidentiality offered.**

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

**TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW**

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

**REQUIREMENTS CONTROL SYMBOL
CSOCS-308****PRIVACY ACT STATEMENT****AUTHORITY:** 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.**PRINCIPAL PURPOSE(S):** The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.**ROUTINE USES:** There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.**DISCLOSURE:** Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.**1. NAME OF WITNESS (LAST, FIRST, MI)**

(b)(6)

2. OCCUPATION/TITLE**3. GRADE****4. DATE OF BIRTH****5. ADDRESS (include ZIP Code) (if military, include organization)**

(b)(6)

6. TELEPHONE NUMBER (Duty/Work)

(b)(6)

7. DATE OF INTERVIEW (YYYYMMDD)

20240313

8. EXPERIENCE AND BACKGROUND

16 Years w/ DPS

9. LOCATION AT TIME OF ACCIDENT

DPS Hangar Edinburg

10. INTERVIEWER (Name and Grade)

(b)(6)

11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.**a. Was a promise of confidentiality offered to the witness?** Yes No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)**b. Confidentiality was requested by the witness.** Yes No (If yes, interviewer sign and date statement below.)**THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.**

(b)(6)

SIGNATURE OF INTERVIEWER

20240513

DATE (YYYYMMDD)

12. SUMMARY OF INTERVIEW

(b)(5), (b)(6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240313

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7802, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE (b)(6)	3. GRADE (b)(6)	4. DATE OF BIRTH (b)(6)
5. ADDRESS (Include ZIP Code) (If military, include organization) (b)(6)		6. TELEPHONE NUMBER (Domestic) (b)(6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240314
8. EXPERIENCE AND BACKGROUND 5 Yrs in Service/2 Yrs OLS	9. LOCATION AT TIME OF ACCIDENT Zone 5 Hidden Road	10. INTERVIEWER (Name and Grade) (b)(6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.			
a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)			
b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.)			
THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.			
(b)(6)		20240513	
SIGNATURE OF INTERVIEWER		DATE (YYYYMMDD)	

12. SUMMARY OF INTERVIEW

(b)(5), (b)(6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2824 or commercial (334) 255-2824.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2824 or commercial (334) 255-2824.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention, but it may be released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI)

(b) (6)

2. OCCUPATION/TITLE

3. GRADE

4. DATE OF BIRTH

5. ADDRESS (Include ZIP Code) (If military, include organization)

730 Border Patrol Lane
Rio Grande City, TX 78582

6. TELEPHONE NUMBER (Duty/Work)

(b) (6)

7. DATE OF INTERVIEW (YYYYMMDD)

20243415

8. EXPERIENCE AND BACKGROUND

2 Years

9. LOCATION AT TIME OF ACCIDENT

La Grulla, TX

10. INTERVIEWER (Name and Grade)

(b) (6)

11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.

a. Was a promise of confidentiality offered to the witness? Yes No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)

b. Confidentiality was requested by the witness. Yes No (If yes, interviewer sign and date statement below.)

THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.

(b) (6)

SIGNATURE OF INTERVIEWER

20240513

DATE (YYYYMMDD)

12. SUMMARY OF INTERVIEW

(b) (5), (b) (6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below.

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention, but it may be released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE	3. GRADE	4. DATE OF BIRTH
5. ADDRESS (include ZIP Code) (if military, include organization) (b)(6)		6. TELEPHONE NUMBER (Duty/Work) (b)(6)	
		7. DATE OF INTERVIEW (YYYYMMDD) 20240314	
8. EXPERIENCE AND BACKGROUND (b)(6)	9. LOCATION AT TIME OF ACCIDENT Hangar	10. INTERVIEWER (Name and Grade) (b)(6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.			
a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)			
b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.)			
THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.			
(b)(6)		20240513	
SIGNATURE OF INTERVIEWER		DATE (YYYYMMDD)	

12. SUMMARY OF INTERVIEW

(b)(5), (b)(6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240316

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention, but it may be released outside of the military under the Freedom of Information Act.

(b)(6)

Name of witness (Print Name - do not sign)

**TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW**

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

**REQUIREMENTS CONTROL SYMBOL
CSOCS-308****PRIVACY ACT STATEMENT**

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03849/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b) (6)	2. OCCUPATION/TITLE (b) (6)	3. GRADE (b) (6)	4. DATE OF BIRTH (b) (6)
5. ADDRESS (include ZIP Code) (if military, include organization) (b) (6)		6. TELEPHONE NUMBER (Duty/Work) (b) (6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240315
8. EXPERIENCE AND BACKGROUND (b) (6)	9. LOCATION AT TIME OF ACCIDENT MCALLEN BRANCH	10. INTERVIEWER (Name and Grade) (b) (6)	

11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.

a. Was a promise of confidentiality offered to the witness? Yes No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)

b. Confidentiality was requested by the witness. Yes No (If yes, interviewer sign and date statement below.)

THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.

(b) (6)

SIGNATURE OF INTERVIEWER

20240513

DATE (YYYYMMDD)

12. SUMMARY OF INTERVIEW

(b) (5), (b) (6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)**a. Promise of confidentiality offered.**

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (8) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 568-2824 or commercial (334) 265-2824.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 568 -2824 or commercial (334) 265-2824.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03049/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE	3. GRADE	4. DATE OF BIRTH
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5. ADDRESS (Include ZIP Code) (If military, include organization) (b)(6)	6. TELEPHONE NUMBER (Duty/Work) (b)(6)
	7. DATE OF INTERVIEW (YYYYMMDD) 20240315

8. EXPERIENCE AND BACKGROUND 7 years military/ (b)(6)	9. LOCATION AT TIME OF ACCIDENT 100 Yards from Mishap	10. INTERVIEWER (Name and Grade) (b)(6)
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11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.

a. Was a promise of confidentiality offered to the witness? Yes No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)

b. Confidentiality was requested by the witness. Yes No (If yes, interviewer sign and date statement below.)

THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.

(b)(6)

20240513

SIGNATURE OF INTERVIEWER

DATE (YYYYMMDD)

12. SUMMARY OF INTERVIEW

(b)(5), (b)(6)

13. DATE OF ACCIDENT (YYYYMMDD) 20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2824 or commercial (334) 255-2824.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2824 or commercial (334) 255-2824.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

**TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW**

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.**PRINCIPAL PURPOSE(S):** The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.**ROUTINE USES:** There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.**DISCLOSURE:** Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE	3. GRADE	4. DATE OF BIRTH
5. ADDRESS (include ZIP Code) (if military, include organization) (b)(6)		6. TELEPHONE NUMBER (include area code) (b)(6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240315
8. EXPERIENCE AND BACKGROUND 7 years military (b)(6)	9. LOCATION AT TIME OF ACCIDENT 100 Yards from Mishap	10. INTERVIEWER (Name and Grade) (b)(6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10. a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.) b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.) THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY. (b)(6) SIGNATURE OF INTERVIEWER 20240513 DATE (YYYYMMDD)			

12. SUMMARY OF INTERVIEW

(b)(5), (b)(6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below.

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

**TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW**

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

**REQUIREMENTS CONTROL SYMBOL
CSOCS-308****PRIVACY ACT STATEMENT****AUTHORITY:** 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.**PRINCIPAL PURPOSE(S):** The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.**ROUTINE USES:** There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.**DISCLOSURE:** Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b) (6)	2. OCCUPATION/TITLE	3. GRADE	4. DATE OF BIRTH
5. ADDRESS (Include ZIP Code) (If military, include organization) (b) (6)		6. TELEPHONE NUMBER (Duty/Work) (b) (6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240313
8. EXPERIENCE AND BACKGROUND (b) (6)	9. LOCATION AT TIME OF ACCIDENT McAllen, TX AMO Blue Room	10. INTERVIEWER (Name and Grade) (b) (6)	
11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.			
a. Was a promise of confidentiality offered to the witness? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)			
b. Confidentiality was requested by the witness. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, interviewer sign and date statement below.)			
THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.			
(b) (6) SIGNATURE OF INTERVIEWER		20240513 DATE (YYYYMMDD)	

12. SUMMARY OF INTERVIEW

(b) (5), (b) (6)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

REQUIREMENTS CONTROL SYMBOL
CSOCS-308

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03049/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE (b)(6)	3. GRADE (b)(6)	4. DATE OF BIRTH (b)(6)
5. ADDRESS (Include ZIP Code) (If military, include organization) (b)(6)		6. TELEPHONE NUMBER (Duty/Work) (b)(6)	7. DATE OF INTERVIEW (YYYYMMDD) 20240313
8. EXPERIENCE AND BACKGROUND (b)(6)	9. LOCATION AT TIME OF ACCIDENT McAllen, TX AMO Blue Room	10. INTERVIEWER (Name and Grade) (b)(6)	

11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.

a. Was a promise of confidentiality offered to the witness? Yes No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)

b. Confidentiality was requested by the witness. Yes No (If yes, interviewer sign and date statement below.)

THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.

(b)(6)

SIGNATURE OF INTERVIEWER

20240513

DATE (YYYYMMDD)

12. SUMMARY OF INTERVIEW

(b)(5)

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (3) Nonconfidential witness interviews may be released to the public pursuant to a Freedom of Information Act request. If you wish to protect your interview from public release outside the military, then your interview must be pursuant to a promise of confidentiality. Confidentiality means that your interview will not be released to the public or outside DoD safety channels.
- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
- (4) The chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes. The interview summary may be released to the public pursuant to a Freedom of Information Act request.
- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

15. AVAILABILITY OF PROMISE OF CONFIDENTIALITY FOR "LIMITED USE" REPORT OF INVESTIGATION

a. Pursuant to AR 385-10, witness interviews may only be used within the military for purposes of accident prevention, and may not be used as evidence in connection with any administrative or disciplinary proceeding. This protection alone does not prevent release of the interview outside of the military (to the public, newspapers, attorneys, etc.) under the Freedom of Information Act. If you wish to protect your interview from release outside of the military, then your interview must be pursuant to a promise of confidentiality.

b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention, but it may be released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)

**TECHNICAL REPORT OF U.S. ARMY GROUND MISHAP
SUMMARY OF WITNESS INTERVIEW**

For use of this form, see DA Pamphlet 385-40; the proponent agency is DAS.

**REQUIREMENTS CONTROL SYMBOL
CSOCS-308**

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 7013, Secretary of the Army, 5 USC 7902, Safety Programs, and AR 385-10, The Army Safety and Occupational Health Program.

PRINCIPAL PURPOSE(S): The mishap investigator has in determining the sequence of events and mishap causal factors. The form is used to interview witnesses, which is an integral part of the investigation process, if there are witnesses present. For additional information, see the System of Records Notice A0385-1040 ASO, <https://www.federalregister.gov/documents/2020/02/27/2020-03949/privacy-act-of-1974-system-of-records>.

ROUTINE USES: There is no specific routine uses anticipated for this form; however, it may be subject to a number of proper and necessary routine uses identified in the system of records notice(s) specified in the purpose statement above.

DISCLOSURE: Voluntary. However, the use of witness information is a critical part of the overall investigation process. Failure to provide the information will interfere with the mishap investigation. This will interfere with the understanding of the mishap and possible lessons learned to prevent the mishap from reoccurring.

1. NAME OF WITNESS (LAST, FIRST, MI) (b)(6)	2. OCCUPATION/TITLE (b)(6)	3. GRADE	4. DATE OF BIRTH
5. ADDRESS (Include ZIP Code) (If military, include organization)		6. TELEPHONE NUMBER (Duty/Work)	
		7. DATE OF INTERVIEW (YYYYMMDD) 20230313	
8. EXPERIENCE AND BACKGROUND	9. LOCATION AT TIME OF ACCIDENT	10. INTERVIEWER (Name and Grade) (b)(6)	

11. Promise of confidentiality. A promise of confidentiality can only be offered in Limited Use Investigations, which normally are not ground accidents. For exception, see AR 385-10, paragraph 3-10.

- a. Was a promise of confidentiality offered to the witness? Yes No (If yes, read blk 14a. to the witness and complete blk 15. If no, read blk 14b. to the witness.)
- b. Confidentiality was requested by the witness. Yes No (If yes, interviewer sign and date statement below.)

THE WITNESS MADE THIS STATEMENT UNDER A PROMISE OF CONFIDENTIALITY.

(b)(6)

SIGNATURE OF INTERVIEWER

20240513

DATE (YYYYMMDD)

12. SUMMARY OF INTERVIEW

(b)(6) indicated that he was working in the field with his foreman the day of the mishap and from about 1100 there was helicopter traffic overhead. He estimated that he was about 800 feet from the mishap site. At approximately 1544 he observed helicopter was flying at slow speeds, began rocking, and started a tremendous clockwise rotation to the right followed by a rapid descent. He was unable to see the actual impact due to his location being about 15 to 20 feet higher with a slope that prevented him from maintaining visual contact. At the onset of the spin, he indicated that the aircraft was at about 200 to 250 feet above the ground. The onset of the spin to the impact was only about a few seconds and he took a picture moments after it impacted at 1549. He felt that it was a north wind that were gusting at times that may have been up to 25 mph but nothing severe. The noise from the engines was very loud and the border patrol agents rushed to the scene and began to extract the personnel.

13. DATE OF ACCIDENT (YYYYMMDD)

20240308

14. GENERAL WITNESS INFORMATION BRIEFING (Interviewer must read appropriate instructions to the witness)

a. Promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of Army Regulation 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
- (3) This safety investigation is being conducted for accident prevention purposes only. Within the military, pursuant to AR 385-10, it cannot be used for any other purpose, to include any future disciplinary actions against any individuals. Therefore, the interview you are being asked to provide will be used by the Army in the interest of safety and accident prevention only.
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- (5) Whether your interview is confidential or not, the chain of command will review the final accident report, which may include a summary of your interview, but the chain of command may only use the investigation report and the interviews for safety and accident prevention purposes.
- (6) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558-2924 or commercial (334) 255-2924.
- (7) The promise of confidentiality is available to you if you desire it. Do you desire it?

b. No promise of confidentiality offered.

- (1) This accident investigation board has been convened under the provisions of AR 385-10 for the purpose of conducting a safety investigation.
- (2) This may be just one of a number of investigations being conducted regarding this accident; collateral or legal investigations may be ongoing as well. Those investigations are entirely separate from a safety investigation and are also required to inform you of their purpose and of your legal rights.
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- (5) If you ever have knowledge that your witness interview was used by the Army for anything other than accident prevention purposes (for example, disciplinary action against an individual), you should consult with your local Judge Advocate Defense Counsel Office and request that the Command Judge Advocate, U.S. Army Combat Readiness Center, be notified at DSN 558 -2924 or commercial (334) 255-2924.

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b. If you do not wish a promise of confidentiality, you may decline such below. In that case, your interview will still be used in the military only for purposes of accident prevention, but it may be released outside of the military in response to a Freedom of Information Act request. Please indicate which option you desire by initialing one of the choices below:

I request a promise of confidentiality. I understand that the results of my interview will be used within the military only for the purposes of accident prevention, and will also be protected from public release outside of the military under the Freedom of Information Act.

I decline a promise of confidentiality. I understand that the results of my interview will be used within the military only for purposes of accident prevention. I also understand that the results may be publicly released outside of the military under the Freedom of Information Act.

(b) (6)

Name of witness (Print Name - do not sign)



DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY NORTH (FIFTH ARMY)
1837 ARMY BOULEVARD SUITE 102
JBSA-FORT SAM HOUSTON, TEXAS 78234-7800

ARNO-SO (900A)

30 April 2024

MEMORANDUM FOR Commander, U.S. Army Combat Readiness Center (CSSC-O),
4905 Ruf Ave, Fort Novosel, AL 36362-5363

SUBJECT: Safety Investigation Board Convening Authority Statement of Concurrence

1. References:

a. Army Regulation 385-10, The Army Safety and Occupational Health Program, 24 July 2023.

b. Department of the Army Pamphlet 365-40, Army Mishap Investigations and Reporting, 24 July 2023.

2. Background. The purpose of the mishap investigation is to gather and evaluate evidence, determine causal and/or contributing factors, and prepare findings and recommendations to prevent future mishaps.

3. Concur with the aggregate findings and recommendations of the Safety Investigation Board (SIB) for the Class A UH-72A mishap that occurred on 8 March 2024 at Rio Grande City, Texas, case #202403081005. Recommendations specifically addressing coordination with U.S. Army North:

(b) (5)

A large grey rectangular redaction box covers the bottom half of the page, starting below the text "(b) (5)".

ARNO-SO (900A)

SUBJECT: Safety Investigation Board Convening Authority Statement of Concurrence

4. The U.S. Army North Command Safety and Occupational Health Manager is my designated representative to provide required entries into the Army Safety Management Information System.

5. The point of contact for this action is (b)(6) J.S. Army North
Command Safety and Occupational Health Manager, at (b)(6)
(b)(6)

(b)(6)

JOHN R. EVANS, JR.
Lieutenant General, USA
Commanding



DEPARTMENT OF THE ARMY
1ST BATTALION 224TH AVIATION REGIMENT
"TASK FORCE FREEDOM"
PERSHING RD, BLDG 2C
FORT BLISS, TEXAS 79906-3803

JTFN-AVN-CO

15 May 2024

MEMORANDUM THRU

J3-Air, Joint Task Force – North, 11603 Old Ironsides Road, Fort Bliss, TX 79918-0058

Concur [redacted]

(b)(6) [redacted] Chief, Regional Support Team - West, 11603 Old Ironsides Road,
Fort Bliss, TX 79918-0058 Concur [redacted]

FOR Commanding General, Joint Task Force – North, 11603 Old Ironsides Road, Fort
Bliss, TX 79918-0058

SUBJECT: Pre- and Post-Mishap Actions taken by TF Freedom to JOA Aviation Safety

(b) (5)



(b) (5)



(b) (5)



5. The point of contact for this memorandum is the Battalion Operations Officer at

(b) (6)



(b)(6)





DEPARTMENT OF DEFENSE
JOINT TASK FORCE NORTH
BLDG 11603 OLD IRONSIDES DRIVE
FORT BLISS, TEXAS 79918-0058

JTFN-CG

3 June 2024

MEMORANDUM THRU DEPUTY CHIEF OF STAFF, G3, United States Army North (ARNO-G3), 1400 East Grayson St., Fort Sam Houston, TX 78234-7000

FOR Commanding General, United States Army North (ARNO-CG), 1400 East Grayson St., Fort Sam Houston, TX 78234-7000

SUBJECT: Joint Task Force - North (JTF-N) Post Aviation Mishap Statement of Corrective Action Initiatives to Safety Investigation Board Convening Authority

1. Purpose of this memo is to codify the actions taken at JTF-N and below in response to recommendations from the US Army Combat Readiness Center Safety Investigation Board (SIB) following the crash of an attached UH-72A on 8 March 2024. Additionally, the memo includes recommended improvements to how the U.S. Army source and mobilize Aviation units in support of the Southwest Border (SWB) mission in response to future Department of Homeland Security's (DHS) Requests for Assistance (RFAs).

2. Background. On 08 March 2024, a New York Army National Guard (NYARNG) UH-72A (Airbus Lakota) assigned to 1-224th Aviation Battalion was involved in a Class A mishap while providing direct support to United States Border Patrol's (USBP) Rio Grande Valley Sector. The UH-72A mishap occurred near Grulla, Texas and resulted in the death of the two Army pilots and a United States Border Patrol (USBP) Agent. The Army Crew Chief suffered severe injuries.

a. The 1-224th is an Army National Guard (ARNG) Security and Support (S&S) AVN Bn comprised of home-station mobilized ARNG detachments from nine different states deployed to the SWB in support of DHS RFA for FY24. The 1-224th AVN Bn operates from six locations spread across the four U.S. SWB states. The unit provides aerial reconnaissance (AR) and detection & monitoring (D&M) support to USBP in eight USBP Sectors spanning ~2,000 miles of desert, mountainous, and other power limited terrain environments.

(b) (5)



JTFN-CG

SUBJECT: Joint Task Force - North Post Aviation Mishap Statement of Corrective Action
Initiatives to Safety Investigation Board Convening Authority

(b) (5)



JTFN-CG

SUBJECT: Joint Task Force - North Post Aviation Mishap Statement of Corrective Action
Initiatives to Safety Investigation Board Convening Authority

(b) (5)



7. POC this memo is the JTF-N J3 at (b)(6)

(b)(6)

Encl

MATTHEW D. SMITH
Major General, USA
Commanding