

- b. The minimum altitude at which you can accomplish a task depends on the time the task requires and the TTI at that altitude.

SLIDE 26: [TTI for 360/420 KIAS]

- c. The following tables are "gouge" for EA-6B mission task loading:

TTI for 360 KIAS:				
	-1° FPA	-2° FPA	-3° FPA	-4° FPA
250 AGL	24 sec.	12 sec.	8 sec.	6 sec.
500 AGL	48 sec.	24 sec.	16 sec.	12 sec.

TTI for 420 KIAS:				
	-1° FPA	-2° FPA	-3° FPA	-4° FPA
250 AGL	20 sec.	10 sec.	7 sec.	5 sec.
500 AGL	40 sec.	20 sec.	14 sec.	10 sec.

NOTE

The MINIMUM ALTITUDE for VAQ-129 low level flights is 500 feet AGL.

SLIDE 27: [Zero "G" bunt]

- D. Zero "G" bunt.
1. Unloading to zero "G" to accelerate or to lose altitude by "bunting" over a ridgeline can cause a dramatic decrease in TTI.
  2. At zero "G" the aircraft is basically a "rock" with a forward velocity, and falls vertically following the principles of a basic physics formula:

$$D \text{ (AGL)} = 1/2at^2$$

D = Distance  
a = acceleration  
t = time

SLIDE 28: [Zero "G" considerations]

3. There are two very important considerations regarding zero "G":
  - a. AIRSPEED (forward velocity) DOES NOT affect TTI. You are on a ballistic trajectory as long as you maintain zero "G."

- b. You are ACCELERATING TOWARD THE GROUND. The altitude lost each second is the square of the time. In the third second you lose NINE TIMES as much altitude as in the first second.
- 4. The following zero "G" TTIs are good for ANY AIRSPEED. -2° FPA/360 KIAS TTI is shown for comparison.

SLIDE 29: [Zero "G" examples]

	0g Bunt ANY KIAS	1g/-2°FPA 360 KIAS
250 AGL	3.9 sec.	12 sec.
500 AGL	5.6 sec.	24 sec.

- 5. As you can see, maintaining zero "G" for any period of time can put you in the dirt QUICKLY. When using zero "G" to accelerate or bunt over a ridge, altitude is essential and terrain clearance must be the aircrew's primary task.

SLIDE 30: [Turning/Vertical maneuvering]

E. Turning/Vertical maneuvering.

- 1. Although turning only accounts for 5% of low altitude exposure, it accounts for 52% of the low level fatalities.
- 2. Vertical maneuvering only accounts for 3% of low altitude exposure, but accounts for 34% of low level fatalities.

SLIDE 31: [Critical factors]

- 3. "G" required for level flight. The "G" required to maintain level flight increases as AOB increases. If sufficient "G" is not applied, you lose altitude at an accelerated rate, like in a bunt.
- 4. Overbank. Overbank is using excessive bank angle for the "G" loading. The result is the same as underpulling; an accelerating loss of altitude. As indicated in the video, humans are not likely to sense a small roll rate.

SLIDE 32: [Overbank]

- a. As shown, overbank of as little as 10° can generate VERY SHORT TTIs. The "G" indicated would hold a level turn at the intended AOB.

	60-70°AOB	71-81°AOB	75-85°AOB
	2g	4g	3g
250 AGL	7.0 sec.	5.4 sec.	4.8 sec.
500 AGL	9.9 sec.	6.1 sec.	5.8 sec.

- b. The accelerated altitude loss caused by insufficient "G" and overbanking is so drastic that it must be stopped prior to 50% of the time to impact value.
- c. Above 70° AOB, the TTI for a 10° overbank is less than six seconds. Therefore, the situation must be recognized and a recovery initiated in **less than three seconds**.
- d. The VISUAL CUE to accelerated altitude loss in a turn is NOSE SLICE TO THE INSIDE OF THE TURN.

SLIDE 33: [Nose slice level]

- e. This slide shows a level turn attitude. The velocity vector and FPA are above the horizon.

SLIDE 34: [Nose slice starting]

- f. If insufficient "G" is applied or an overbank exists, **THE NOSE WILL MOVE DOWN AND INTO THE DIRECTION OF THE TURN**. The velocity vector and FPA are now below the horizon.

SLIDE 35: [Nose slice accelerating]

- g. If not stopped, the nose slice will accelerate down and into the turn. In this slide, the velocity vector and FPA are well below the horizon, and the aircraft is rapidly accelerating toward the ground.
- h. **THE ONLY SOLUTION AT THIS POINT IS TO LEVEL THE WINGS AND PULL UP.**

SLIDE 36: [Turning and ...]

- 5. The rapidity with which one loses altitude in a turn gave rise to this famous saying:

"Turning and looking away is a DEATH ACT!"

SLIDE 37: [Video introduction]

V. VISUAL ILLUSIONS

- A. This videotape explains the importance of recognizing visual perceptions and illusions at low altitude. Pay particular attention to:
  - 1. Speed rush.
  - 2. Size discrepancies.
  - 3. Apparent horizon.

- B. Show the tape (15:21 minutes).

SLIDE 38: [Visual perceptions]

- C. In addition to the information in the video, there are two additional low altitude perceptions to discuss; optical flow and shear.

SLIDE 39: [Optical flow]

1. Optical flow is the perception of the rate and direction of movement of objects produced as a result of the aircraft's velocity vector.
2. Optical flow is a fundamental low altitude visual phenomenon that shows where the velocity vector is pointed, allowing aircrew to detect potential collisions.
3. Aircrew use optical flow to:
  - a. Interpret direction of flight and altitude when straight and level.
  - b. Determine ground track in turns.
  - c. Detect and avoid potential collisions with vertical and low-contrast objects.

SLIDE 40: [Straight and level]

4. Straight and level.
  - a. In straight and level flight everything flows back in a symmetrical pattern. Those objects directly under the velocity vector drop under the aircraft.
  - b. Objects to the side move under and away from your flight path.

SLIDE 41: [Turning]

5. Turning.
  - a. In a turn, objects to the outside of the turn will flow parallel to the horizon.
  - b. If the object is just to the outside of the turn, it will flow laterally to the outside of the turn.
  - c. Objects on your ground track will flow laterally into the windscreen and pass directly under the aircraft.
  - d. Objects that will pass inside the turn will flow rapidly down and back to pass under the inside wing.

- e. In vertically developed terrain, you can use optical flow to determine those objects that will turn in front of the aircraft, behind it, or that you must climb over.

SLIDE 42: [Vertical objects]

6. Vertical objects.
  - a. When flying toward a vertical object, the optical flow radiates upwards.
  - b. Very simply, IF THE OBJECT IS GROWING IN THE WINDSCREEN IT WILL BE HIT ON THAT FLIGHT PATH.

SLIDE 43: [Shear]

- D. Shear.
  1. Shear is a special case of optical flow that you can use to avoid collisions with low-contrast vertical objects such as small mountains in the shadow of larger ones. This occurs when flying with the sun in your face.

SLIDE 44: [Shear front]

2. In this slide, part of the mountain appears to be moving UP the rest of the mountain as you get closer.

SLIDE 45: [Shear side]

3. A side view shows that your velocity vector will impact the smaller mountain if a climb is not started well before the time you would commence a climb to clear the far ridge.

SLIDE 46: [Shear hit]

4. If any portion of the mountain appears to be rising, you will hit the lower ridge in front of you. Likewise, if any portion of the ridge appears to be dropping, you will clear the ridge in front of you.

SLIDES 47-51: [Shear hit demonstration]

INSTR NOTE: Click through the next five slides to illustrate shear phenomena.

SLIDE 52: [Ridge crossing techniques]

VI. RIDGE CROSSING TECHNIQUES

- A. Next, we will discuss ridge crossing techniques.

SLIDE 53: [Ridge crossing]

- B. Ridge crossing techniques.

1. The object of any ridge crossing technique is to spend as little time as possible above the ridge where the aircraft is exposed to radar or visual detection.
2. Use passes and saddles to cross ridges. Just because the black line on the chart goes over the ridge, does not mean you have to.

SLIDE 54: [Approaching the ridge]

3. You do not need to approach the ridge at a high power setting and cross by pulling the nose up the face of the ridge. This will only cause the jet to "balloon" well above the ridge and radar horizon. Approaching at a lower power setting from below the radar horizon will decrease the time you are vulnerable to detection.

SLIDE 55: [Ridge crossing technique]

4. The recommended ridge crossing technique is a combination of rolling the aircraft and bunting the nose.
  - a. As you top the ridge, roll to a 45° to 60° angle of bank to clear the flight path.
  - b. Then unload to 0-½ "G" to start the descent. This combination of bunt and overbank will start a descent and gain energy rapidly. If necessary, reverse the roll to continue to clear the flight path.

SLIDE 56: [Summary]

VII. SUMMARY

- A. This lesson has exposed you to some of the "tools of the trade" of tactical aircrew flying low level. It is now up to each of you to plan, study, and practice low level aviating until you are proficient.
- B. The following are some final thoughts that will help you survive in the low level environment.
  1. Watch out for task overload.
  2. When in doubt, CLIMB TO COPE.
  3. Keep it safe. The Pk for flying the lowest is 1.00.
  4. Turning and looking away is the death act.
  5. NEVER, NEVER, NEVER, DESCEND IN TURNS.

SLIDE 57: [The End]

LESSON OUTLINE

I. INTRODUCTION

SLIDE 1: [VAQ-129 logo]

SLIDE 2: [Low level tactical maneuvering and formations]

- A. This lesson will introduce low level defensive maneuvers and tactical formations which you may use in the low level environment.

SLIDE 3: [Instructor]

- B. Introduce yourself. Discuss your background, and specifically relate any low level experiences you may have "survived".

SLIDE 4: [Objectives]

- C. Objectives. On completion of this lesson, students should be able to:
1. Describe low level defensive maneuvering techniques.
  2. Describe the combat spread tactical formation with regard to:
    - a. Lead and wingman responsibilities.
    - b. Purpose.
    - c. Aircraft position.
  3. Describe the terms and definitions outlined in this lesson.
  4. Describe the five basic tactical turns to maneuver a two plane formation in combat spread.

SLIDE 5: [References]

- D. References.
1. EA-6B TACTICAL Manual.
  2. EA-6B NATOPS Manual.

SLIDE 6: [Low Level Maneuvering]

II. LOW LEVEL MANEUVERING

SLIDE 7: [Defensive maneuvering]

A. Defensive maneuvering.

1. We will start out by discussing three forms of defensive maneuvering.
  - a. Jinking.
  - b. Reacting to surface-to-air threats.
  - c. Reacting to air-to-air threats.

SLIDE 8: [Jinking]

2. Jinking.
  - a. The purpose of jinking is to deny the enemy the ability to track your aircraft. You move the aircraft in all axes to prevent a weapon system operator from attaining a smooth tracking solution.

SLIDE 9: [Jinking parameters]

- b. Vary your altitude  $\pm 300$  feet, and your heading at least  $\pm 10^\circ$  for effective jinking. Direction change should be random, and you should hold each jink for 5-10 seconds in order to displace the aircraft from its previous path.

SLIDE 10: [Jink requirements]

- c. The need to jink must be weighed against the threat environment and the need to terrain mask.
  - (1) Over sparsely populated or low threat areas, the requirement to radar mask may outweigh the need to jink.
  - (2) Over populated areas where visual detection is probable, jinking is essential.

SLIDE 11: [AAA]

3. AAA.
  - a. Reaction to aimed AAA consists of high "G" jinking while concurrently dispensing chaff.
  - b. For sector or barrage AAA, you should either avoid the area or pass through it as quickly as possible.

SLIDE 12: [IR SAM]

4. Reaction to IR SAM threats consists of:

- a. High "G" maneuvers perpendicular to the missile track while dispensing flares at 5-10 second intervals. This gives the missile the maximum angle rate tracking problem.
- b. Maneuver to mask tailpipe or fly into sun.

SLIDE 13: [Radar SAM]

5. Reaction to radar SAM threats consists of:
  - a. High "G" maneuvers perpendicular to the missile track while dispensing chaff. Give the missile the maximum angle rate tracking problem.
  - b. If at a low altitude and energy state and unable to maneuver vertically, fly at minimum terrain clearance altitude.
  - c. For additional information on SAM evasive maneuvers, refer to the EA-6B TACMAN.

SLIDE 14: [Air to air]

6. Air to air threats.
  - a. Most fighter attacks on low level flyers will be subsonic slashing attacks with guns and IR missiles.
  - b. The EA-6B's low altitude maneuvering capability is superior to many supersonic fighters. A BREAK TURN to generate a maximum angle off overshoot should defeat most attacks.
  - c. The best defense against an imminent air-to-air missile attack is to fly at minimum terrain clearance altitude thus depriving the fighter maneuvering room and decreasing its performance advantage.

SLIDE 15: [Section tactics]

- B. Section tactics.
  1. On escort and mod-escort missions the EA-6B will fly low level formation. This formation should:

SLIDE 16: [Tactical formation]

- a. Allow terrain masking.
- b. Provide mutual threat detection and avoidance support.
- c. Minimize terrain hazards.
- d. Operate in a no-radio environment.

SLIDE 17: [Combat spread]

2. Combat spread formation.
  - a. 5000 to 7000 feet abeam (just where you can tell if the lead does [EA-6] or doesn't [A-6] have a "football" on the tail).
  - b. No step-up/-down. Each aircraft maintains its own terrain clearance.
  - c. This formation allows mutual support and threat detection up to three miles astern of the flight. Increasing the abeam distance would reduce the ability to see threats beyond the wingman.

SLIDE 18: [Responsibilities]

3. Responsibilities:
  - a. Lead.
    - (1) Visual lookout.
    - (2) Navigation.
    - (3) Terrain masking.
  - b. Wing.
    - (1) Visual lookout.
    - (2) Flight integrity.
    - (3) Terrain following.

SLIDE 19: [Tac Wing]

4. Tac Wing.
  - a. Allows ease of maneuver and reduced workload for wingman in rough terrain or reduced visibility.
  - b. Wingman maneuvers within a 70° cone behind leader, co-altitude or slightly stepped up.

SLIDE 20: [Terms and definitions]

- C. Terms and definitions. Following are terms and definitions pertaining to maneuvering and formations.

SLIDE 21: [Hard turn]

1. Hard turn.

- a. Turn executed at military power. "G" is applied until airspeed neither increases or decreases. AOA varies between 8 and 13 units at altitude, and 10 - 15 units in low level environment.
- b. Use hard turns to position a flight against a threat without bleeding off energy.

SLIDE 22: [Break turn]

2. Break turn.
  - a. Instantaneous maximum rate turn in which conserving energy is not a primary concern.
  - b. Use break turns as a "last ditch" maneuver to defeat a terminal threat.

SLIDE 23: [Comfort level]

3. Comfort level.
  - a. Altitude which aircrew can perform all tasks without making the task of terrain avoidance a major concern.
  - b. In VAQ-129 comfort level is never below 500 feet AGL, but may be higher.

SLIDE 24: [Knock it off]

4. "Knock it off".
  - a. Call which may be initiated by any member of the flight to stop the action in progress. Must be acknowledged by each aircraft in the flight.
  - b. Initiated whenever an unsafe situation begins to develop.

SLIDE 25: [Climb to cope]

5. Climb to cope.
  - a. Immediate response to "knock it off".
  - b. At low level, each aircraft levels its wings and climbs to a safe prebriefed altitude.

SLIDE 26: [Resume]

6. "Resume".
  - a. Call transmitted by lead indicating the formation is ready to continue the mission.

- b. At low altitude, clears formation back to comfort level.

SLIDE 27: [Track crossing angle]

7. Track Crossing Angle. Angle formed by relative headings of two aircraft flying towards one another.

SLIDE 28: [Administrative turns]

8. Admin turns. 60° to 120° turns used to conserve fuel while maneuvering a section in combat spread.

SLIDE 29: [Tactical turns]

9. Five basic tactical turns used to maneuver a two plane formation in combat spread. Initiated by lead, called or uncalled.
  - a. Check turn; up to 30° heading change.
  - b. NAV turn; 30° to 60° heading change.
  - c. TAC turn; 60° to 120° heading change.
  - d. Inplace turn; 120° to 180° heading change.
  - e. Cross turn; 120° to 180° heading change.

SLIDE 30: [Maneuvering rules]

10. Basic principles of all combat spread maneuvers:
  - a. Wingman is ALWAYS responsible for deconfliction.
  - b. Wingman will always deconflict high unless a radio call has been made otherwise.
  - c. In the low altitude environment, wingman will NEVER fly below the lead aircraft.
  - d. In the low altitude environment, make all turns at military power and 10-12 units AOA.
  - e. All uncalled turns will be assumed a TAC turn initially.

SLIDE 31: [Check turns]

11. Used for 001° to 030° heading changes.
  - a. Lead uses 15° AOB turning to new heading.
  - b. Wing maintains position using power.

SLIDE 32: [NAV turn away]

**SLIDE IS OFF**

12. Used for 30° to 60° heading change.
  - a. Lead signals.
  - b. Wing turns hard into lead.
  - c. Lead goes to military power and extends.
  - d. When wing reaches desired heading, lead turns hard into wing, signal for wing to roll out.
  - e. Lead continues turn to develop 80° to 90° TCA.
  - f. After passing ahead of wing, lead reverses turn, rolling out on new heading.
  - g. Wing adjusts.

SLIDE 33: [NAV turn into]

13. NAV turn into wing.
  - a. Lead initiates with hard turn into wing.
  - b. Wing goes to military power and extends until lead rolls out. (If lead turns beyond 60°, wing will recognize as a TAC turn.)
  - c. When lead rolls out, wing turns hard into lead to develop 80° to 90° TCA.
  - d. When wing passes in front of lead, wing reverses turn to roll out on new heading and adjusts position.

SLIDE 34: [TAC turn away]

14. Used for 60° to 120° heading changes. If new heading is unknown, wing will initially turn 90° from original heading.
  - a. Lead signals wing and begins military power extension.
  - b. Wing turns hard into lead, rolling out after 90° if he does not see lead turn prior to 60° of turn.
  - c. Lead turns hard in the direction of new heading as wing approaches his 4 or 8 o'clock position.

SLIDE 35: [TAC turn into]

15. TAC turn into wing.
  - a. Lead commences with hard turn into wing.
  - b. Wing reacts with military power extension.
  - c. As lead continues beyond a 60° heading change, wing recognizes this as a TAC turn and makes hard turn towards new heading as lead approaches his 4 or 8 o'clock.
  - d. Wing adjusts.

SLIDE 36: [Inplace turn]

16. Used for turns of 120° to 180°. Uncalled inplace turns are always done AWAY from the wingman.
  - a. Lead signals with wing flash or call.
  - b. Wing turns hard into lead and lead simultaneously begins hard turn away from wing towards new heading.
  - c. Both aircraft continue hard turn for 180° or until arriving at new heading.
  - d. Wing adjusts.
  - e. Inplace turn into wing is always called. Use same procedure as away.

SLIDE 37: [Cross turn]

17. Cross turns are also used for 120° to 180° heading changes.
  - a. Cross turns are CALLED only.
  - b. Lead initiates with call.
  - c. Both aircraft hard turn toward center of formation.
  - d. Lead continues turn to new heading while wing adjusts turn to gain separation.
  - e. At 90° off original heading, wing should have 500 feet of vertical separation and be outside of leads turn radius.
  - f. Wing continue level turn to new heading before descending to eliminate vertical separation.

SLIDE 38: [Shackle, reposition]

18. Used to redress formation or reposition wingman.

- a. Lead signals.
- b. Wing begins hard turn into lead.
- c. Lead simultaneously turns hard towards wing until 45° off original heading then levels wings.
- d. Wing sees lead roll out and responds by leveling wings.
- e. Both pass with approximately 90° TCA.
- f. When lead reverses turn back to original heading, wing turns hard back to original heading.

SLIDE 39: [Shackle, redress]

- g. Same procedure as reposition.
- h. Only uncalled maneuver that may be initiated by the wingman.

SLIDE 40: [Summary]

### III. SUMMARY

- A. This lesson covered jinking and low level defensive maneuvering techniques against various threats.
- B. We also covered the wingman's position in the combat spread formation, lead's and wingman's respective responsibilities, and the five basic turns for maneuvering a two-ship formation in combat spread.

SLIDE 41: [The End]

MISSION	To introduce low level flight and practice FAM stage maneuvers and landings. <b>This flight is designed as a 3.0 "G" event.</b>
CREW	SP, IE; CAT IV SP/IP
EQUIPMENT	Single EA-6B
A/C CONFIG	DPDPD
FUEL	21,400
MISSION SYS	TACAN, INS, radar
ROUTE	IR 341 with delay in Okanogan or Roosevelt MOA (as scheduled)
BRIEF	2+00
FLIGHT	2+30
DEBRIEF	1+00
PREREQUISITES	Cat I: PF-9, Lesson 7.9 Cat II: PF-9 Cat IV: PF-4

---

## I. PLANNING

- A. Documents and charts in accordance with VAQ-129 Low Level and Radar Navigation Flight Planning Manual.
  - 1. ONC area chart.
  - 2. TPC low level strip chart.
  - 3. NAV card.
- B. Route and clearance. DD-175. IR 341 with delay in Okanogan or Roosevelt MOA (as scheduled).
- C. Weather. 3000/5 along low level route; VMC in MOA.

## II. LEARNING OBJECTIVES

- A. Introduce.
  - 1. Prepare low level ONC area chart, TPC strip charts and navigation cards.
  - 2. Perform low level visual navigation.

Standards. Compliance with SOP and route. Maintain spatial and area orientation. No unsafe maneuvers or situations. Cross navigation turnpoints within  $\pm 15$  seconds of planned time. Practice sound crew coordination behaviors during low level navigation.

- B. Review.

1. Perform preflight and pretakeoff ground operations.
2. Perform takeoff, departure, and enroute procedures.
3. Perform prebriefed FAM stage maneuvers as necessary to prepare for NATOPS check.

Standards. Maneuvers are performed safely and are procedurally correct. Refer to PF-1 for a detailed description. No ACRO shall be performed greater than 3g's.

4. Perform instrument approach procedures.

Standards.  $\pm 10$  KIAS airspeed, +50/-0 ft altitude control; minor glide slope deviations allowed; compliance with all direction from controlling agency.

5. Perform landings/approaches to landing.
  - a. Simulated single-engine approach/touch-and-go (only flown from instrument approach).
  - b. No flaps/no slats approach to landing (only flown from instrument approach).
  - c. Normal touch-and-go/full-stop landing(s).

Standards. All landings accomplished safely.  $\pm 10$  KIAS, +50/-0 feet in pattern.  $\pm 1$  unit AOA on final. Minor altitude and glide slope deviations allowed.

6. Perform postlanding procedures.

Standards. Compliance with NATOPS, SOPs, course rules, and ATC clearance.

### III. BRIEFING

- A. Student. The SP will give the NATOPS and Conduct of Flight brief. Ensure the following items are covered:
  1. Mission objectives.
    - a. Low level route. Brief the entire route including:
      - (1) IR 341 route entry.
      - (2) Enroute navigation. SP should be thoroughly familiar with IR 341 route.
      - (3) Use of INS on low level.
      - (4) ICS and radio communications while on low level route. [c. s]

- (5) Restrictions and hazardous areas.
  - (6) Contingencies in event of emergencies or aircraft malfunctions during low level. [ALL]
  - (7) Divert and bingo procedures and fuel.
  - (8) Route timing.
- b. FAM stage maneuvers to be practiced.
- (1) Unusual attitude recoveries.
  - (2) Approach to stall: Clean/Dirty.
  - (3) Acrobatics.
    - (a) Flaperon Roll.
    - (b) Wingover.
    - (c) Barrel Roll.

NOTE: SP discusses with IE maneuvers to practice in preparation for NATOPS check. **DO NOT** exceed 3g's.

- c. Weather, including route and MOA minimums.
2. Safety. The student will brief and be prepared to answer questions on the following subjects.
- a. Low level bird strike.
  - b. Bingo fuel requirements.
  - c. SOP low-altitude maneuvering limitations/Fatigue Life Expenditure (FLE) "G" limits and radar altimeter usage.
  - d. Individual crewmember responsibilities during low level navigation. [ALL]
  - e. Procedure for IMC conditions encountered along IR route.
  - f. Flight schedule questions.
- B. Instructor. The IE will ensure the following items are covered:
1. Ensure the SP's knowledge of FAM stage maneuvers, low level procedures, and landings is accurate and complete.
  2. Required pilot/ECMO ICS communications in normal and emergency situations. Discuss specific ICS communications in event an emergency divert is necessary during low level. [ALL]
  3. Review SOP 5, Low Level Operations.

## IV. CONDUCT OF FLIGHT

- A. Aircrew will review the maintenance discrepancy book. [D, C]
- B. Conduct a thorough aircraft preflight.
- C. Conduct prestart, start, and poststart procedures.
- D. Perform before-takeoff, taxi, takeoff, and departure procedures.
- E. Prior to descent to IR-341, place MOA times and altitudes on request with Seattle Center. Enter IR-341 and proceed as planned/briefed. The instructor will function as a fully qualified ECMO 1. [C]
- F. INS will be used in the INS mode of navigation during the low altitude portion of the flight. AM mode will be used for the high altitude portions.
- G. Upon completion of IR-341, exit low level and contact Seattle Center on frequency 291.6 for clearance into scheduled MOA. Weather permitting, practice flight maneuvers in MOA as discussed during brief. [C]
- H. Enroute to NUW, request a GCA/ACLS approach to a simulated single-engine low approach/touch-and-go, a second GCA/ACLS to practice no flaps/no slats low approach/touch-and-go, and depart for the VFR break. (Maximum gross weight for touch-and-go in accordance with VAQ-129 SOP). [C]
- I. After completing the required approaches, conduct touch-and-go landings as fuel and time permit.
- J. The student will be responsible for conducting the maintenance debrief. [C]
- K. Mission debrief. [M, C]

## INSTRUCTOR NOTES

The following specific notes are included to assist the instructor in conducting a standardized PF-10 flight.

1. **This is a 3.0 "G" event. This flight is designed to be completed at no more than 3g's, with the exception of safety of flight.** All maneuvers will be performed as described in each mission guide. Discuss "G" awareness and crew coordination during the brief and in general terms prior to executing aerobatics/maneuvers.
2. This flight may be considered complete if unable to perform aerobatics.
3. Ensure SP is ready for NATOPS check flight. Thoroughly debrief all weaknesses noted and instruct SP to review Chapter 26 of the NATOPS Manual for required standards during a check ride.

VAQ-129 GRADE SHEET

LOW LEVEL NAVIGATION/AEROBATICS

PF-10 (7.12)

	AA 4.0	A 3.0	BA 2.0	U 1.0	COM	INC
EVENT BRIEF						
A. PREFLIGHT PLANNING					///	
B. ROUTE FAMILIARIZATION					///	
C. EMERGENCY/SAFETY QUESTIONS					///	
D. FLIGHT MANEUVERS					///	
EVENT PERFORMANCE						
A. GROUND PROCEDURES					///	
B. TAKEOFF/CLIMB/DEPARTURE					///	
C. ENROUTE PROCEDURES					///	
D. LOW LEVEL NAVIGATION					///	
E. CHART INTERPRETATION					///	
F. LOW ALTITUDE AWARENESS					///	
G. FLIGHT MANEUVERS					///	
1. UNUSUAL ATTITUDES					///	
2. APPROACHES TO STALL CLEAN & DIRTY					///	
3. AEROBATICS					///	
A. FLAPERON ROLL					///	
B. WINGOVER					///	
C. BARREL ROLL					///	
H. APPROACHES					///	
1. PRECISION					///	
2. SIMULATED SE					///	
3. NO FLAP/NO SLAT					///	
I. VFR ENTRY					///	
J. LANDINGS #					///	
K. EMERGENCY PROCEDURES					///	
L. POSTLANDING PROCEDURES					///	
M. BASIC AIRWORK					///	

OVER

N. HEADWORK					///	
O. AIRCREW COORDINATION D A M C L F S					///	
TOTALS						

INSTRUCTOR EVALUATION  
ATTITUDE TOWARD FLIGHT

SAT                      UNSAT

INSTRUCTOR COMMENTS (ALL AA, BA, AND U ITEMS REQUIRE COMMENTS)

STATUS	INSTRUCTOR	DATE	EVT TIME	EVT GRADE	TOTAL	4	3	2	1
___ COMP									
___ INCOMP									
___ DOWN	STUDENT		CLASS						

MISSION	To practice low level navigation and crew coordination and to introduce low level defensive maneuvering. <b>This flight is designed as a 3.0 "G" event.</b>
CREW	SP, IP/IE
EQUIPMENT	Single EA-6B
A/C CONFIG	DPDPD
FUEL	21,400
MISSION SYS	None
ROUTE	FAIROPS IR-346 and VR-1355
BRIEF	2+00
FLIGHT	2+30
DEBRIEF	1+00
PREREQUISITE	Cat I: PF-11 Cat III: PF-4

---

## I. PLANNING

- A. Documents and charts delineated in Required Standards.
- B. Route and clearance.
  - 1. Plan IR-346 to exit at point J and enter VR-1355 at point B. Standard VFR restrictions below 10,000 feet apply when in transition from IR-346 to VR-1355. Contact Seattle ARTCC (343.9) or Seattle FSS for transition. Avoid R-5701, the Boardman Range.
  - 2. Plan IR-346 point J and VR-1355 point G as Timing Control Points (TCP). Use flight plan time from takeoff as TCP time. For this event you will be expected to make TCP within  $\pm 10$  seconds.
  - 3. If the VR-1355 is below weather minimums upon exiting the IR-346, plan on filing direct to the Yakima airport IAF for a TACAN approach, then direct to the NAS Whidbey IAF.
- C. Weather. 3000-foot ceiling and 5 nm visibility along the low level route.

## II. LEARNING OBJECTIVES

- A. Review.
  - 1. Prepare low level ONC area chart, TPC strip charts, and navigation cards.

2. Perform preflight and pretakeoff ground operations.
3. Perform takeoff, departure, and enroute procedures.
4. Perform low level visual navigation.

Standards. Compliance with Required Standards, VAQ-129 SOP, route restrictions, and the principles of low altitude awareness from Lesson 7.5. Maintains spatial and area orientation. No unsafe maneuvers or situations. Cross TCPs within 10 seconds of planned time.

5. Perform instrument approach(es).
6. Perform landings.

Standards. Compliance with VAQ-129 Required Standards.

III. BRIEFING. The student will give the NATOPS brief. The instructor will give the Conduct of Flight. Ensure the following items are covered:

A. Mission objectives.

1. Low level route. Brief entire route including:
  - a. IR-346 and VR-1355 routes including entry and transition.
  - b. Enroute navigation.
  - c. Restrictions and hazardous areas.
  - d. Divert and bingo procedures and fuel.
  - e. Route timing.

2. Weather, including route minimums.

B. Safety. The student will brief and be prepared to answer questions on the following subjects:

1. Bird strike.
2. Low level evasive maneuvers.
3. Bingo fuel requirements.
4. Low altitude SOP limitations and Fatigue Life Expenditure (FLE) limitations.

5. Flight schedule questions.
6. Brief student pilot on crew coordination and instructor's duties and responsibilities for this flight.
7. Required pilot/ECMO ICS communications in normal and emergency situations.

#### IV. CONDUCT OF FLIGHT

##### A. Outline of flight.

1. Aircrew reviews the Aircraft Discrepancy Book.
2. Student pilot and instructor pilot/ECMO conduct thorough aircraft preflight.
3. ECMO 1 will obtain ATIS, IFR, and taxi clearance.
4. Perform before-takeoff, taxi, takeoff and departure procedures.
5. Enter IR-346 and proceed as planned/briefed. Instructor will function as fully qualified ECMO 1.
6. Instructor will call out simulated ground and air threats and will expect the student to initiate prudent evasive maneuvering not to exceed route boundaries and SOP limitations.

NOTE: IP/IE talks the student through the first several maneuvers. Be alert for nose slice and task overload.

7. On completion of VR-1355 or TACAN approach at Yakima (whichever applicable), proceed to NAS Whidbey for an instrument approach to a touch-and-go followed by vectors to the VFR break. Practice touch-and-go landings as fuel/time permit.
8. Instructor and student will debrief mission. Student will be responsible for maintenance debrief.

##### B. Instructor debrief.

### INSTRUCTOR NOTES

The following specific notes are included to assist the instructor in conducting a standardized PF-13 flight:

1. **This is a 3.0 "G" event. This flight is designed to be completed at no more than 3g's, with the exception of safety of flight. All maneuvers will be performed as described in each mission guide. Discuss "G" awareness and crew coordination during the brief and in general terms prior to executing aerobatics/maneuvers.**
2. The objective of the TCP is to have the student consider how far ahead or behind schedule he is for the entire time from takeoff to the TCP. If the flight is rerouted or encounters other changes in flight-planned time such that it will be impossible for the student to make the TCP, you must adjust the TCP time to account for the changes.

VAQ-129 GRADE SHEET

LOW LEVEL NAVIGATION

PF-13 (7.18)

	AA	A	BA	U	COM	INC
EVENT BRIEF	4.0	3.0	2.0	1.0		
A. PREFLIGHT PLAN/TO/ABORT DATA					///	
B. EMERGENCY/NATOPS/SOP/COURSE RULES QUESTIONS					///	
C. MISSION/LOW LEVEL BRIEF					///	
EVENT PERFORMANCE						
A. PRE-/POSTFLIGHT GROUND PROCEDURES					///	
B. TAKEOFF/DEPARTURE					///	
C. LOW LEVEL NAVIGATION					///	
D. CHART INTERPRETATION					///	
E. INSTRUMENT APPROACH (# )					///	
F. LANDINGS (# )					///	
G. AIRCREW COORDINATION					///	
H. EMERGENCY PROCEDURES					///	
I. HEADWORK					///	
J. BASIC AIRWORK					///	
TOTALS						

OVER

INSTRUCTOR EVALUATION  
 ATTITUDE TOWARD FLIGHT

SAT                  UNSAT

INSTRUCTOR COMMENTS (ALL AA, BA, AND U ITEM REQUIRE COMMENTS)

STATUS	INSTRUCTOR	DATE	EVT TIME	EVT GRADE	TOTAL	4	3	2	1
___ COMP									
___ INCOMP	STUDENT		CLASS						
___ DOWN									

MISSION	To practice low level navigation, defensive maneuvering, and crew coordination. To introduce section low level tactical formations and maneuvers. <b>This flight is designed as a 3.0 "G" event.</b>
CREW	SP, IP/IE
EQUIPMENT	Two EA-6Bs. This flight could be scheduled in conjunction with an NF-9 or CAT II NF-6
A/C CONFIG	DPDPD
FUEL	21,400
MISSION SYS	TACAN
ROUTE	FAIROPS VR-1351D and VR-1355
BRIEF	2+00
FLIGHT	2+30
DEBRIEF	1+00
PREREQUISITE	Cat I: PF-13, PF-14 Cat II: PF-14 Cat III: PF-13

---

## I. PLANNING

### A. Documents and charts.

1. TPC low level strip chart, ONC area chart, and navigation card in accordance with the VAQ-129 Low Level and Radar Navigation Flight Planning Manual and Required Standards.
2. DD-175-1 weather brief. (One per flight, one copy for each aircraft.)

### B. Route and clearance.

1. Plan VR-1351 from point D to point L, and enter VR-1355 at point B. Standard VFR restrictions below 10,000 feet apply. Contact Seattle FSS when entering each route.
2. Plan VR-1351 point L as a Timing Control Point (TCP). Use flight plan time from takeoff as TCP time. For this event you will be expected to make TCP within  $\pm 10$  seconds.
3. Student pilot completes DD-175-1 weather brief and checks NOTAMS (including route restrictions in PDL) prior to the brief.

### C. Weather. 3000-foot ceiling and 5 nm visibility along the low level route.

## II. LEARNING OBJECTIVES

- A. Introduce. Perform section low level navigation, tactical formation, and maneuvers successfully.

Standards. Maintains section integrity, situational awareness, and lookout doctrine. Does not exceed low level route restrictions or SOP limitations.

B. Review.

1. Prepare low level ONC area chart, TPC strip charts, and navigation cards.

Standards. Compliance with the VAQ-129 Low Level and Radar Navigation Flight Planning Manual. Minor omissions and discrepancies are allowed.

2. Perform low level visual navigation.

Standards. Compliance with VAQ-129 SOP, route restrictions, and the principles of low altitude awareness from Lesson 7.5. Maintain spatial and area orientation. No unsafe maneuvers or situations. Crosses TCPs within 10 seconds of planned time.

3. Perform tactical turns in combat spread formation.

Standards. Execute called and uncalled turns in accordance with procedures in PF-14 (Tactical Formation, Event 7.25). Compliance with VAQ-129 SOP and the principles of low altitude awareness from Lesson 7.5. Maintain safe separation from lead during turn maneuvers.

4. Perform landings.

Standards. In accordance with Required Standards.

III. BRIEFING. The lead pilot will give the NATOPS and Conduct of Flight briefs. Ensure the following items are covered:

A. Mission objectives.

1. Low level route. Brief entire route including:
  - a. VR-1351 and VR-1355 routes including entry and transition.
  - b. Enroute navigation.
  - c. Restrictions and hazardous areas.
  - d. Divert and bingo procedures and fuel.
  - e. Route timing.
2. Low level formations and maneuvers. The instructor will brief all low level formations and maneuvers to be performed.
  - a. TAC wing.
  - b. Combat spread.

- c. Check turn.
  - d. NAV turn.
  - e. TAC turn.
  - f. Shackle.
3. Weather, including route minimums.
- B. Safety. The instructor will brief. The student will be prepared to answer questions on the following subjects:
- 1. Terms.
    - a. Comfort level.
    - b. Knock it off. (Criteria)
    - c. Climb to cope. (Altitude)
    - d. Resume.
  - 2. Assumptions.
    - a. Deconfliction responsibilities.
    - b. Wingman never flies below lead.
    - c. Turns will be MRT, NOT to exceed 3g's.
    - d. Minimum airspeed along route.
    - e. All uncalled turns will be assumed a TAC turn initially.
  - 3. General.
    - a. Section takeoff if the event is conducted with Event 8.15 (NF-9).
    - b. Bird strike.
    - c. Radar altimeter procedures (low level visual cues).
    - d. Flight schedule questions.
    - e. Crew coordination in the low level environment. Division of responsibilities.

#### IV. CONDUCT OF FLIGHT

- A. Outline of flight.
  - 1. Aircrew reviews the Aircraft Discrepancy Book.
  - 2. Preflight, start, poststart, taxi.

3. Perform before-takeoff, taxi, takeoff, and departure procedures. Execute a section takeoff with the student pilot on the wing.
4. Initial lead will lead flight from takeoff to VR-1351 point H. Lead change at VR-1351/point H. Change leads back to original flight lead on VR-1355 between points D and E. If weather precludes using VR-1355, lead will change back on the RTB from VR-1351 point L.
5. Wingman practices parade and cruise formations enroute to low level entry.
6. Enter VR-1351 and proceed as planned/briefed. Instructor will function as fully qualified ECMO 1.
7. Wingman practices tactical wing formation with emphasis on navigation from a wingman's viewpoint, crew coordination, and lookout doctrine. Ensure step-up on the lead at all times.

NOTE: IP/IE will talk the SP through the first several maneuvers. Be alert for nose slice and task overload.

8. Assume combat spread as briefed. Lead instructor will initiate tactical turns with radio call or wing flash. Wing will maneuver to new headings using tactical formation procedures, observing low level altitude restrictions, and maintaining safe separation from lead (deconflicting).
  9. Enroute to NUW, request vectors to the VFR break. DO NOT exceed 3g's. Break maneuver in accordance to VAQ-129 SOP.
  10. Complete descent, approach-to-landing, and landing checklists as required.
  11. Enter the VFR pattern, and practice touch-and-go landings as fuel/time permit.
  12. Conduct postflight and shutdown procedures in accordance with NATOPS and VAQ-129 SOP.
- B. The lead pilot will debrief the flight. The instructor and student will debrief the mission. Student will be responsible for maintenance debrief.

---

#### INSTRUCTOR NOTES

The following specific notes are included to assist the instructor in conducting a standardized PF-15 flight.

1. This is a 3.0 "G" event. This flight is designed to be completed at no more than 3g's, with the exception of safety of flight. All maneuvers will be performed as described in each mission guide. Discuss "G" awareness and crew coordination during the brief and in general terms prior to executing aerobatics/maneuvers.

VAQ-129 GRADE SHEET

SECTION LOW LEVEL NAVIGATION

PF-15 (7.19)

	AA	A	BA	U	COM	INC
EVENT BRIEF	4.0	3.0	2.0	1.0		
A. PREFLIGHT PLAN/TO/ABORT DATA					///	
B. EMERGENCY/NATOPS/SOP/COURSE RULES QUESTIONS					///	
C. SECTION LOW LEVEL PROCEDURES					///	
EVENT PERFORMANCE						
A. PRE-POSTFLIGHT GROUND PROCEDURES					///	
B. RENDEZVOUS/SECTION TAKEOFF					///	
C. LOW LEVEL NAVIGATION					///	
D. CHART INTERPRETATION					///	
E. TACTICAL WING					///	
F. TACTICAL LEAD					///	
G. COMBAT SPREAD MANEUVERING					///	
H. CHECK TURNS					///	
I. NAV TURNS					///	
J. TAC TURNS					///	
K. SHACKLES					///	
L. LANDINGS #					///	
M. AIRCREW COORDINATION					///	
N. EMERGENCY PROCEDURES					///	
O. HEADWORK					///	
P. BASIC AIRWORK					///	
TOTALS						

OVER

INSTRUCTOR EVALUATION  
 ATTITUDE TOWARD FLIGHT

SAT                      UNSAT

INSTRUCTOR COMMENTS (ALL AA, BA, AND U ITEM REQUIRE COMMENTS)

STATUS	INSTRUCTOR	DATE	EVT TIME	EVT GRADE	TOTAL	4	3	2	1
— COMP									
— INCOMP									
— DOWN	STUDENT		CLASS						

Revision  
08/01/97

MISSION	To practice section low level navigation and tactical formations, defensive maneuvering and crew coordinations. This flight is designed as a 3.0 "G" event.
CREW	SP, IP/IE
EQUIPMENT	Two EA-6Bs. This flight may be scheduled with an NF-9 or CAT II NF-6. Qualified section lead required.
A/C CONFIG	DPDPD
FUEL	21,400
MISSION SYS	TACAN
ROUTE	FAIROPS VR-1351D, VR-1355, VR-1352, or VR-1353
BRIEF	2+00
FLIGHT	2+30
DEBRIEF	1+00
PREREQUISITE	PF-15

---

## I. PLANNING

### A. Documents and charts.

1. TPC low level strip chart, ONC area chart, and navigation card in accordance with the VAQ-129 Low Level and Radar Navigation Flight Planning Manual and Required Standards.
2. Flight plan, DD-175, and weather brief DD-175-1. (One per flight, one copy for each aircraft.)

B. Route and clearance. FAIROPS VR-1351D, VR-1355, VR-1352, or VR-1353. DD-175 required for VR-1352 or VR-1353.

C. Required weather. 3000-foot ceiling and 5 nm visibility along the low level route.

## II. LEARNING OBJECTIVES. Review.

### A. Prepare low level ONC area chart, TPC strip charts, and navigation cards.

Standards. Compliance with the VAQ-129 Low Level and Radar Navigation Flight Planning Manual. Minor omissions and discrepancies are allowed.

### B. Perform section low level navigation, tactical formation, and maneuvers successfully.

Standards. Maintains section integrity, situational awareness, and lookout doctrine. Maintains combat spread position and executes tactical turns with safe separation from lead. Does not exceed low level route restrictions or SOP limitations.

### C. Perform landings.

Standards. In accordance with Required Standards.

III. BRIEFING. The lead pilot will give the NATOPS and Conduct of Mission briefs. Ensure the following items are covered:

A. Mission objectives.

1. Low level route. Brief entire route including:

- a. Appropriate low level routes including entry and transition.
- b. Enroute navigation.
- c. Restrictions and hazardous areas.
- d. Divert and bingo procedures and fuel.
- e. Route timing.

2. The student pilot will brief all low level formations and maneuvers to be performed.

- a. TAC wing.
- b. Combat spread.
- c. Check turn.
- d. NAV turn.
- e. TAC turn.
- f. Inplace turn.
- g. Shackle.

3. Weather, including route minimums.

B. Safety. The instructor will brief and the student will be prepared to answer questions on the following subjects:

1. Terms.

- a. Comfort level.
- b. Knock it off. (Criteria)
- c. Climb to cope. (Altitude)

- d. Resume.
2. Assumptions.
  - a. Deconfliction responsibilities.
  - b. Wingman never flies below lead.
  - c. Turns will be MRT, 10 to 12 units AOA.
  - d. Minimum airspeed along route.
  - e. All uncalled turns will be assumed a TAC turn initially.
3. General.
  - a. Section takeoff if the event is conducted with Event 8.15 (NF-9).
  - b. Bird strike.
  - c. Radar altimeter procedures (low level visual cues).
  - d. Flight schedule questions.
  - e. Crew coordination in the low level environment. Division of responsibilities.

#### IV. CONDUCT OF MISSION

- A. Outline of flight.
  1. Aircrew reviews the Aircraft Discrepancy Book.
  2. Preflight, start, poststart, taxi.
  3. Perform before-takeoff, taxi, takeoff and departure procedures. Execute a section takeoff with the student pilot on the wing.
  4. Wingman practices parade and cruise formations enroute to low level entry.
  5. Enter low level and proceed as planned/briefed. Instructor will function as fully qualified ECMO 1.
  6. Wingman practices tactical wing formation with emphasis on navigation from a wingman's viewpoint, crew coordination, and lookout doctrine. Ensure step-up on the lead at all times.

NOTE: IP/IE will talk the SP through the first several maneuvers. Be alert for nose slice and task overload.

7. Lead will initiate both called and uncalled tactical turns enroute. Wing will respond with appropriate turns and maneuvers to maintain proper position and deconflict when necessary.
  8. On return, request vectors to the VFR break. **DO NOT** exceed 3g's. Break in accordance to VAQ-129 SOP.
  9. Complete descent, approach-to-landing, and landing checklists as required.
  10. Enter the VFR pattern, and practice touch-and-go landings as fuel/time permit.
  11. Conduct post flight and shutdown procedures in accordance with NATOPS and VAQ-129 SOP.
- B. The lead pilot will debrief the flight. The instructor and student will debrief the mission. Student will be responsible for maintenance debrief.

---

INSTRUCTOR NOTES

The following specific notes are included to assist the instructor in conducting a standardized PF-16 flight.

1. **This is a 3.0 "G" event. This flight is designed to be completed at no more than 3g's, with the exception of safety of flight.** All maneuvers will be performed as described in each mission guide. Discuss "G" awareness and crew coordination during the brief and in general terms prior to executing aerobatics/maneuvers.

VAQ-129 GRADE SHEET

SECTION LOW LEVEL/TACTICS II

PF-16 (17.2)

	AA	A	BA	U	COM	INC
EVENT BRIEF	4.0	3.0	2.0	1.0	///	
A. PREFLIGHT PLAN/TO/ABORT DATA					///	
B. EMERGENCY/NATOPS/SOP/COURSE RULES QUESTIONS					///	
C. SECTION LOW LEVEL PROCEDURES					///	
EVENT PERFORMANCE						
A. PRE-POSTFLIGHT GROUND PROCEDURES					///	
B. RENDEZVOUS/SECTION TAKEOFF					///	
C. LOW LEVEL NAVIGATION					///	
D. CHART INTERPRETATION					///	
E. TACTICAL WING					///	
F. TACTICAL LEAD					///	
G. COMBAT SPREAD MANEUVERING					///	
H. CHECK TURNS					///	
L. NAV TURNS					///	
J. TAC TURNS					///	
K. IN-PLACE TURNS					///	
L. SHACKLES					///	
M. LANDINGS #					///	
N. AIRCREW COORDINATION					///	
O. EMERGENCY PROCEDURES					///	
P. HEADWORK					///	
Q. BASIC AIRWORK					///	
TOTALS						

OVER

INSTRUCTOR EVALUATION  
 ATTITUDE TOWARD FLIGHT

SAT                  UNSAT

INSTRUCTOR COMMENTS (ALL AA, BA, AND U ITEM REQUIRE COMMENTS)

STATUS	INSTRUCTOR	DATE	EVT TIME	EVT GRADE	TOTAL	4	3	2	1
___ COMP									
___ INCOMP	STUDENT		CLASS						
___ DOWN									

MISSION To introduce division low level navigation, various division formations, and practice lookout doctrine. **This flight is designed as a 3.0 "G" event.**

CREW Lead aircraft. IP, IE (division lead)  
Aircraft 2. SP, IE  
Aircraft 3. IP, IE \*(second element section lead)  
Aircraft 4. SP, IE  
\*Cat II ECMO may fly as NF-6

EQUIPMENT Four EA-6Bs (three minimum)  
A/C CONFIG DPDPD  
FUEL 19,400  
MISSION SYS TACAN  
ROUTE FAIROPS VR-1351D or VR-1352, VR-1353  
NOTE **These are the only local area low level routes authorized for division flight.**

BRIEF 2+30  
FLIGHT 2+30  
DEBRIEF 1+00  
PREREQUISITE PF-16, PF-18  
ENCLOSURES Battlebox Formation (Enclosure 1), Division Wedge/TACWING Abreast and Division Wedge (Enclosure 2), Division Abreast (Enclosure 3).

---

## I. PLANNING

### A. Documents and charts.

1. TPC low level strip chart, ONC area chart, and navigation card in accordance with the VAQ-129 Low Level and Radar Navigation Flight Planning Manual and Required Standards.
2. DD-175 (if required) and weather brief DD-175-1. (One per flight, one copy for each aircraft.)

### B. Route and clearance. FAIROPS VR-1351D. DD-175 required if scheduled for VR-1352 or VR-1353.

### C. Weather.

1. VMC required enroute for division formation. If unable to maintain VMC, split the flight into sections and rendezvous near the entry point.
2. 3000-foot ceiling and 5 nm visibility along the low level route.

## II. LEARNING OBJECTIVES

### A. Introduce. Low altitude division formation.

1. Battlebox.
  2. TACWING abreast or division wedge.
  3. Division abreast (TACWING combined with combat spread).
- B. Review.
1. Section takeoff/running rendezvous.
  2. Division parade.
  3. Low level navigation.
  4. VFR entry and break.
- C. Evaluate.
1. Normal landings.
  2. Postflight procedures.
- III. BRIEFING. The division lead IP will give the NATOPS and Conduct of Flight briefs. The following items shall also be covered:
- A. Mission objectives.
1. Manning aircraft, marshal, ground procedures, taxi.
    - a. Availability of spare aircraft. Game plan if an aircraft goes down in the chocks.
    - b. Formation communications.
    - c. Hand signals.
  2. Takeoff, climbout.
    - a. Individual/section takeoff.
    - b. Running rendezvous (weather permitting).
  3. TACAN rendezvous on top (if required).
  4. Enroute to the low level entry point, practice parade formation and crossunders.
  5. Low level route. Brief entire route including:
    - a. Enroute navigation.
    - b. Restrictions and hazardous areas.
    - c. Enroute divert fields, bingo procedures and fuel.

- d. Route timing.
- e. Low level formations and maneuvers.
6. Off target/low level rendezvous, RTB procedures.
7. VFR break procedures.
- B. Safety. The student will brief and be prepared to answer questions on the following:
  1. Midair/damaged aircraft.
  2. Birdstrike.
  3. Low altitude awareness/SOP limitations.
  4. Inadvertent IMC as a division.
  5. Flight schedule questions.
  6. Required pilot/ECMO ICS communications in normal and emergency situations.

#### IV. CONDUCT OF FLIGHT

- A. Outline of flight.
  1. Conduct preflight procedures.
  2. Start, poststart, marshal, and taxi.
    - a. When all aircraft are up and ready, lead calls ground control for taxi for the flight.
    - b. Taxi with a minimum of 1000-foot separation.
  3. Takeoff and rendezvous.
    - a. The division leader will monitor weather, runway dimensions, and FOD hazards for takeoff.
    - b. If the takeoff and join up phase can be performed in VMC, a three or four plane running rendezvous should be used. Lead, Dash 2 and Dash 3 will take the runway in echelon and perform a 10 second interval go. Dash 4 shall hold off the runway and take the duty as briefed by lead.
    - c. A maximum of three aircraft may be positioned on the runway at one time provided the runway is at least 200' wide. No aircraft will taxi onto the runway and cross directly behind one that has already begun run-ups.

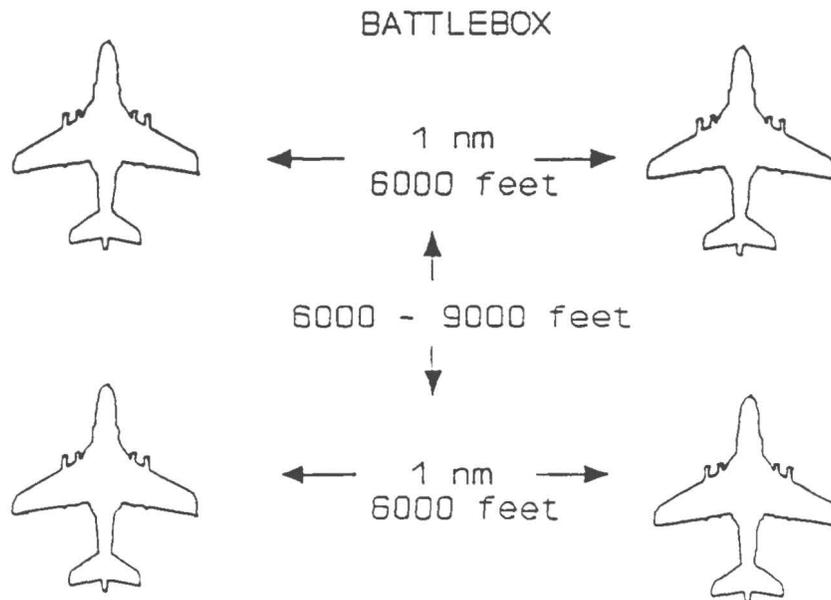
- d. Dash 2, 3 and 4 will execute a running rendezvous and join in echelon. Lead will maintain 300 KIAS in accordance with NATOPS for formation flights. Dash 2, 3 and 4 fly 325 KIAS maximum. Always maintain sight of all aircraft in front of you.
  - e. Fly a TACAN rendezvous. Individual departures, clearances, and IFF codes will be required. Wingman stay 1000 feet below rendezvous altitude until visually acquiring all aircraft ahead.
4. Enroute.
    - a. Wingmen practice parade position.
    - b. Practice crossunders.
  5. After canceling the instrument clearance, and as the flight approaches the low level entry point, establish either a battlebox formation (Enclosure 1), or a division wedge (Enclosure 2). If only three aircraft are on the flight, use a TACWING abreast (Enclosure 2).
  6. To the greatest extent possible, employ all division formations from both a lead and trail section position (this will necessitate a section lead change approximately half way through the route). The division lead shall use the most appropriate formation, taking into consideration route structure and terrain features.
  7. Off target, execute the rendezvous as briefed.
    - a. If VMC cannot be maintained during the climbout or enroute, separate into flights of two for an appropriate recovery.
    - b. If VMC can be maintained, request enroute descent, for the VFR break. Use a three second interval.
  8. Individual landing practice as fuel/time permit.
  9. Shut down, postflight, maintenance debrief.
- B. Division lead will debrief the flight. The instructor and student will debrief the mission.

---

#### INSTRUCTOR NOTES

The following specific notes are included to assist the instructor in conducting a standardized PF-22 flight.

1. **This is a 3.0 "G" event. This flight is designed to be completed at no more than 3g's, with the exception of safety of flight.** All maneuvers will be performed as described in each mission guide. Discuss "G" awareness and crew coordination during the brief and in general terms prior to executing aerobatics/maneuvers.

Revision  
08/01/97

1. The first section will fly normal combat spread and conduct its aircrew responsibilities as if it was a section operating independently.
2. The second section will position itself in combat spread, 6000-9000 feet in trail, and offset to avoid wake turbulence of the lead section.
3. The second section mirrors the first section's turnpoint and executes the appropriate section turn.

#### Advantages

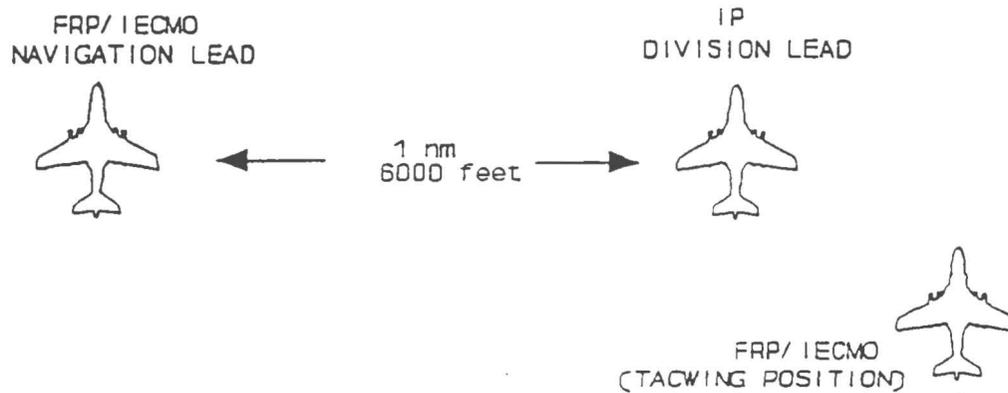
1. Concentration of strike package.
2. Mutual support/lookout.
- e. Maximum maneuverability against ground and airborne threats.

#### Disadvantages

1. Increased training time to become proficient and comfortable.

THIS PAGE INTENTIONALLY LEFT BLANK

TACWING ABREAST



1. TACWING Abreast. Used for three plane divisions. Single aircraft assumes navigation. IP leads a TACWING section which forms up on lead in combat spread.
2. Single lead devotes attention to navigational duties and calling tactical turns. Section remains stepped up.
3. All turns performed as describe in mission guide.

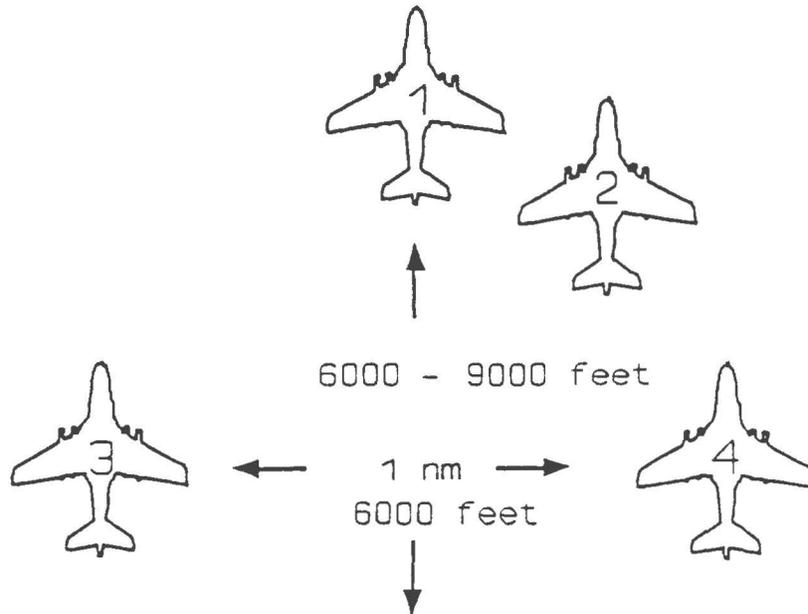
Advantages

1. Adapts easily from division battlebox.
2. Highly maneuverable.
3. Allows easy fighter support.
4. Can be flown with reduced visibility.

Disadvantages

1. Less lookout and mutual support than battlebox.
2. More susceptible to AAA.

DIVISION WEDGE



1. Flight members one and two fly in TACWING while three and four maintain a combat spread formation one to 1½ miles behind the lead element.

Advantages

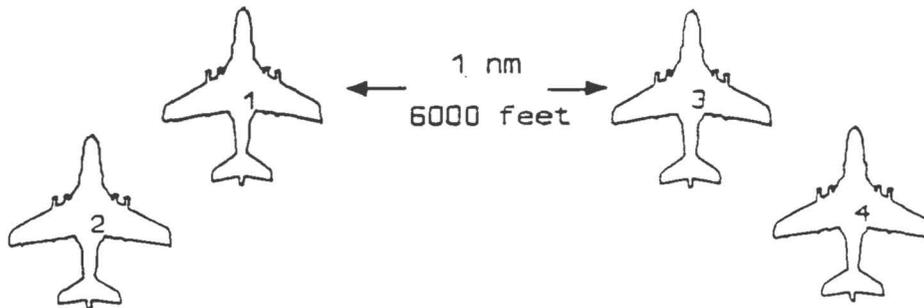
1. Allows possible NORDO aircraft to continue as dash two in the strike.
2. Combines maneuverability with an increase in the ability of the formation to detect the enemy threats.
3. Dash 3 and 4 have the freedom to react independently to threats.
4. Section integrity within the division can be maintained.

Disadvantages

1. The lead element can be engaged by threats as a single entity.
2. Weather and visibility may restrict the ability of the second elements to maintain sight of the lead element.

Revision  
08/01/97

## DIVISION ABREAST



1. The division and section leaders will fly normal combat spread and dispatch their aircrew responsibilities as if they were a section operating independently.
2. The wingmen (two and four) fly tacwing on their respective section leader.
3. During maneuvering tac and check turns, the wingmen will remain stepped up and outside their leads turn until rollout on the new course.

Advantages

1. Adapts easily from division battlebox.
2. Highly maneuverable.
3. Allows easy fighter support (TARCAP).
4. Can be flown with reduced visibility.

Disadvantages

1. Both sections of aircraft can be engaged by threats as a single entity.
2. Least amount of mutual lookout and support.
3. More susceptible to AAA.

THIS PAGE INTENTIONALLY LEFT BLANK

Revision  
08/01/97

MISSION	To introduce the SE to low level flight in the EA-6B and to practice crew coordination in the low level environment (copilot responsibilities). <b>This flight is designed as a 3.0 "G" event.</b>
CREW	IP, SE
EQUIPMENT	EA-6B
A/C CONFIG	DPDPD
FUEL	21,400
MISSION SYS	Navigation
ROUTE	FAIROPS VR-1350, VR-1351, VR-1355, or VR-1352
BRIEF	2+00
FLIGHT	2+30
DEBRIEF	1+00
PREREQUISITES	Cat I: NF-2, Lesson 8.7 (Chart Planning) Cat II: NF-2, NF-7 Cat III: NF-5 Cat IV: NF-3

---

**I. PLANNING**

- A. Documents and charts delineated in Required Standards.
- B. Route. As published in the FAIROPS Manual.
- C. Clearance and weather.
  - 1. Clearance. DD-175 not required unless scheduled for VR-1352.
  - 2. Required weather. 3000-foot ceiling and 5 nm visibility along the low level route.

**II. LEARNING OBJECTIVES**

- A. Introduce.
  - 1. Perform low level visual navigation.
  - 2. Observe level turns in the low altitude environment to identify the visual cues ECMO 1 may use to detect deviations from level flight.
  - 3. IP demonstrate ridgeline crossing techniques to include the following:
    - a. Ninety degree method.
    - b. Forty-five degree method.

c. Use of natural breaks and saddles.

4. Aircrew Coordination Training.

a. Mission Commander coordinate with Pilot/ECMO 1 obtain weather data for strike route. (MA) 1.1.1.6.1.A

b. Mission Commander and crewmembers, obtain weather for target area. (MA) 1.1.1.6.2.A

c. Mission Commander, Pilot/ECMO 1, analyze NOTAM data affecting the mission. (MA) 1.1.1.11.A

d. Mission Commander, Pilot/ECMO 1, select aircraft data publications for aircraft mission performance. (MA) 1.1.2.1.A

e. Mission Commander and Pilot/ECMO 1, select the appropriate navigation pubs, documents and charts required to complete mission. (MA) 1.1.2.2.A

f. Mission Commander coordinate with Pilot/ECMO 1 and/or ECMO 2/3 to select appropriate mission publications. (MA) 1.1.2.3.A

g. Mission Commander and crewmembers, determine physical obstacles, environmental limitations and other barriers to mission performance. (DM) 1.1.7.4.A

h. Mission Commander, Pilot/ECMO 1, brief crewmembers on nav plan, route of flight, checkpoints, obstacles, airspeeds, altitudes, radar altimeter, times, distances, landing zones, and ATC environment. (CM) 1.2.6.A

i. Mission Commander review with crew methods of communicating their personal comfort level is being approached or exceeded. (LD) 1.2.10.3.A

j. Mission Commander, Pilot/ECMO 1, discuss limitations VMC, illumination) which may affect crew performance. (MA) 1.2.13.2.A

k. Mission Commander/Pilot discuss factors which induce disorientation (darkness, weather, task loading, performance). (MA) 1.2.13.3.A

l. Mission Commander/Pilot discuss human factor causes of mishaps (situational awareness, fixation, loss of spatial orientation, complacency). (MA) 1.2.13.7.A

m. ECMO 1, 2, and 3 challenge Pilot on deviations from adherence to terrain clearance doctrine. (AS) 1.5.4.3.B

- n. ECMO 1 report to Pilot anticipated terrain features during low level flight. (CM) 1.5.4.4.A
- o. ECMO 1 notify Pilot if minimum sink rate landing is necessary due to aircraft gross weight. (SA) 1.9.7.2.A
- p. Pilot and ECMO 1 confirm crosswind component is within limits in accordance with Section XI of NATOPS. (DM) 1.9.7.1.A
- q. Pilot and ECMO 1 query Tower to determine braking action with a wet runway. (DM) 1.9.7.3.A
- r. Pilot and ECMO 1 identify suitable divert fields based on data for potential landing sites. (DM) 3.1.13.A

Standards. Ensures compliance with VAQ-129 SOP, route restrictions, and the principles of low altitude awareness from Lesson 8.3. SE maintains spatial and area orientation.

B. Review. Perform the following:

1. Prepare low level ONC area chart, TPC strip charts, and navigation cards.

Standards. Compliance with the VAQ-129 Low Level and Radar Navigation Flight Planning Manual. Minor omissions and discrepancies are allowed.

2. Aircraft preflight. External and cockpit.
3. Communications.
4. Takeoff/departure/enroute/approach procedures.
5. Postflight procedures.
6. Aircrew Coordination Training. The crewmembers will PERFORM the following behavior(s); 80% accuracy required. The instructor will OBSERVE the behavior(s); 100% accuracy required with remediation.
  - a. Pilot and ECMO 1, monitor the radios for other aircraft on approach ahead of the aircraft or in another pattern. (SA) 1.8.2.2.1.A
  - b. Pilot and ECMO 1, approaching the entry for the break, monitor other approaching and existing traffic in the pattern for a visual on pattern interval. (SA) 1.8.2.2.2.A

Standards. Conducted in accordance with NATOPS and VAQ-129 SOP. SE should require no assistance from IP.

III. BRIEFING. The SE will give the NATOPS brief. The IP will brief the Conduct of Flight. The following items shall also be emphasized:

A. Mission objectives. Low level route. Brief entire route including:

1. Low level route entry procedures.
2. Enroute navigation.
3. Level turns.
  - a. Visual cues.
  - b. Corrective measures.
4. Ridgeline crossing techniques.
  - a. Ninety degree method.
  - b. Forty-five degree method.
  - c. Natural breaks or saddles.
5. Restrictions and hazardous areas.
6. Divert and bingo procedures.
7. Route timing.
8. Radar altimeter procedures. Low level visual cues calibration.

B. Safety.

1. SE will brief the emergency of the day and all of the questions of the day from the flight schedule.
2. Safety questions to use for general discussion.
  - a. Bird strike (see Damaged Aircraft in NATOPS PCL).
  - b. Bingo fuel requirements (NATOPS PCL Table).
  - c. Low altitude SOP limitations.
    - (1) Altitude. 500 feet AGL (1000 feet AGL over water).
    - (2) Airspeed. 350 to 450 KIAS.

- (3) Angle-of-bank. 90 degrees maximum.
- (4) G limits. 0 to +3.
- (5) Descents. Never in a turn and never below the altitudes listed above.

3. IP will discuss required pilot/ECMO 1, 2, and 3 ICS communications in normal and emergency situations. Include the necessity to transmit specific directions and procedures that cannot be misinterpreted in emergency situations.

#### IV. CONDUCT OF MISSION

##### A. Outline of flight.

1. Aircrew reviews Aircraft Discrepancy Book.
2. SE conducts aircraft preflight. IP monitors.
3. Postpower, SE obtains ATIS, IFR, and taxi clearance.
4. Poststart, SE performs airconditioning checks, INS alignment, CDI programming and radar power up.
5. Takeoff, climbout.
6. Low level route entry, navigation and exit.
7. TACAN approach.
8. VFR touch-and-go's, fuel and weather permitting.
9. Postflight.

##### B. Instructor debrief.

INSTRUCTOR NOTES

The following specific notes are included to assist the IP in conducting a standardized NF-8 flight:

1. **This is a 3 "G" event. This flight is designed to be completed at no more than 3g's with the exception of safety of flight.** All maneuvers will be performed as described in each mission guide. Discuss "G" awareness and crew coordination during the brief and in general terms prior to executing aerobatics/maneuvers.
2. This is the first flight in the low-level environment in the EA-6B. Do not saturate SE with too much detail while proceeding along the route, but insist upon situational awareness and navigational accuracy. There may be a tendency to get "behind the curve" of the navigation.
3. Pilot should brief required communications in the vicinity of the turnpoint.

VAQ-129 GRADE SHEET

LOW LEVEL NAVIGATION

NF-8 (8.8)

	AA	A	BA	U	COM	INC
EVENT BRIEF	4.0	3.0	2.0	1.0		
A. PREFLIGHT PLAN/TO/ABORT DATA					///	
B. EMERGENCY/NATOPS/SOP/COURSE RULES QUESTIONS					///	
C. CHARTS					///	
EVENT PERFORMANCE						
A. GROUND PROCEDURES					///	
B. COPILOT RESPONSIBILITIES						
1. CHECKLISTS					///	
2. COMMUNICATIONS					///	
3. TAKEOFF/DEPARTURE PROCEDURES					///	
4. ENROUTE PROCEDURES					///	
5. APPROACH/LANDING PROCEDURES					///	
C. NAVIGATION SYSTEM OPERATION					///	
D. LOW LEVEL NAVIGATION (INTRO)					///	
E. AIRCREW COORDINATION					///	
F. EMERGENCY PROCEDURES					///	
G. HEADWORK					///	
H. SITUATIONAL AWARENESS					///	
TOTALS						

OVER

INSTRUCTOR EVALUATION  
 ATTITUDE TOWARD FLIGHT

SAT                  UNSAT

INSTRUCTOR COMMENTS (ALL AA, BA, AND U ITEM REQUIRE COMMENTS)

STATUS	INSTRUCTOR	DATE	EVT TIME	EVT GRADE	TOTAL	4	3	2	1
— COMP									
— INCOMP	STUDENT		CLASS						
— DOWN									

VAQ-129

REV 08-97

EVENT ID NF-8 (8.8)

Revision  
08/01/97

MISSION To practice low level navigation, defensive maneuvering, and crew coordination and to introduce section low level tactical formations and maneuvers. May be flown in conjunction with PF-15. This flight is designated a 3.0 "G" event.

CREW	IP, SE
EQUIPMENT	Two EA-6Bs
A/C CONFIG	DPDPD
FUEL	21,400
MISSION SYS	TACAN
ROUTE	FAIROPS VR-1351D and VR-1355
BRIEF	2+00
FLIGHT	2+30
DEBRIEF	1+00
PREREQUISITES	NF-7, NF-8

---

## I. PLANNING

- A. Documents and charts delineated in Required Standards.
- B. Route and clearance. FAIROPS VR-1351D and VR-1355. DD-175 required if flown as out-and-in.
- C. Required weather. 3000-foot ceiling and 5 nm visibility along the low level route.

## II. LEARNING OBJECTIVES

### A. Introduce.

1. SE will be expected to perform section low level navigation, and assist pilot in maintaining tactical formation, and performing maneuvers successfully.
2. Aircrew Coordination Training. All crewmembers maintain diligent lookout doctrine during low level formation flight. (SA) 1.5.4.2.A

Standards. Maintains lookout doctrine and situational awareness of section integrity. Calls prudent evasive maneuvers to simulated ground and air threats called by IP.

### B. Review.

1. Prepare low level ONC area chart, TPC strip charts, and navigation cards.

Standards. Compliance with the VAQ-129 Low Level and Radar Navigation Flight Planning Manual.

2. Conduct aircraft preflight. External and cockpit.

3. Perform copilot duties including communications/takeoff/departure/enroute/arrival procedures.
4. Perform low level visual and system navigation.
5. Demonstrate knowledge of emergency procedures.
6. Perform postlanding/postflight procedures.

Standards. Conducted in accordance with VAQ-129 SOP and NATOPS.

7. Aircrew Coordination Training. The crewmembers will PERFORM the following behavior(s); 80% required. The instructor will OBSERVE the behavior(s); 100% accuracy required with remediation.
  - a. Mission Commander coordinate with Pilot/ECMO 1 obtain weather data for strike route. (MA) 1.1.1.6.1.A
  - b. Mission Commander and crewmembers, obtain weather for target area. (MA) 1.1.1.6.2.A
  - c. Mission Commander, Pilot/ECMO 1, analyze NOTAM data affecting the mission. (MA) 1.1.1.11.A
  - d. Mission Commander, Pilot/ECMO 1, select aircraft data pubs for aircraft mission performance. (MA) 1.1.2.1.A
  - e. Mission Commander, Pilot/ECMO 1, select appropriate navigation pubs, documents and charts required to complete mission. (MA) 1.1.2.2.A
  - f. Mission Commander coordinate with Pilot/ECMO 1 and/or ECMO 2/3 to select appropriate mission publications. (MA) 1.1.2.3.A
  - g. Mission Commander and crewmembers, determine physical obstacles and environmental limitations to mission performance. (DM) 1.1.7.4.A
  - h. Lead Pilot/ECMO 1, and Wing Pilot/ECMO 1, determine formation response to loss of visual contact. (MA) 1.1.8.2.A
  - i. Lead Pilot/ECMO 1, and Wing Pilot/ECMO 1, determine formation response to inadvertent entry into IMC. (MA) 1.1.8.2.B
  - j. Mission Commander, Pilot/ECMO 1, brief crewmembers on navigation plan, route of flight, checkpoints, obstacles, airspeeds, altitudes, radar altimeter setting, times, distances, divert fields, and ATC environment. (CM) 1.2.6.A
  - k. Mission Commander review with crew methods of communicating their personal comfort level is being approached or exceeded. (LD) 1.2.10.3.A

- l. Mission Commander, Pilot/ECMO 1, discuss limitations (VMC, illumination) which may affect crew performance. (MA) 1.2.13.2.A
- m. Mission Commander/Pilot discuss factors which induce disorientation (darkness, weather, task loading, performance). (MA) 1.2.13.3.A
- n. Mission Commander/Pilot discuss human factor causes of mishaps (situational awareness, fixation, loss of spatial orientation, complacency). (MA) 1.2.13.7.A
- o. Mission Commander/Pilot brief crewmembers on system/equipment/aircraft parameters for GO/NO GO criteria. (MA) 1.2.15.A
- p. Mission Commander brief crewmembers on all miscellaneous responsibilities/items of interest in addition to basic mission requirements. (MA) 1.2.16.A
- q. All crewmembers maintain diligent lookout doctrine during low level formation flight. (SA) 1.5.4.2.A
- r. ECMO 1, 2, and 3 challenge Pilot on deviations from adherence to terrain clearance doctrine. (AS) 1.5.4.3.B
- s. ECMO 1 report to Pilot anticipated terrain features during low level flight. (CM) 1.5.4.4.A
- t. Lead ECMO 1 obtain fuel check from wing aircraft using hand signal or voice communications in accordance with NATOPS. (CM) 1.8.2.1.C
- u. Lead ECMO 1 give visual signal or voice comm to Wing Aircraft to transition to landing configuration. (CM) 1.8.2.1.F
- v. Lead ECMO 1 obtain clearance for Wingman's touch-and-go or landing. (CM) 1.8.2.1.I
- w. Lead ECMO 1 give appropriate signal to detach Wingman when at approximately 350-375 ft AGL, on centerline with a centered ball. (CM) 1.8.2.1.J
- x. ECMO 1 monitor airspeed and runway remaining on the landing rollout. (SA) 1.9.7.B
- y. Pilot and ECMO 1 identify suitable divert fields based on data for potential landing sites. (DM) 3.1.13.A

21 out of 26 = 80% Average

18 out of 26 = 70% Below Average

less than 21 = reify

III. BRIEFING. The lead pilot will give the NATOPS and Conduct of Flight briefs. Ensure the following items are covered:

A. Mission objectives.

1. Low level route. Brief entire route including:
  - a. Appropriate low level routes including entry and transition.
  - b. Enroute navigation.
  - c. Restrictions and hazardous areas.
  - d. Divert and bingo procedures and fuel.
  - e. Route timing.
2. The SE should be able to brief all low level formations and maneuvers to be performed.
  - a. TAC wing.
  - b. Combat spread.
  - c. Check turn.
  - d. NAV turn.
  - e. TAC turn.
  - f. Inplace turn.
  - g. Shackle.
3. Weather, including route minimums.

B. Safety. The instructor will brief and the student will be prepared to answer questions on the following subjects:

1. Terms.
  - a. Comfort level.
  - b. Knock it off. (Criteria)
  - c. Climb to cope. (Altitude)
  - d. Resume.
2. Assumptions.
  - a. Deconfliction responsibilities.
  - b. Wingman never flies below lead.

- c. Turns will be MRT, not to exceed 3g's.
- d. Minimum airspeed along route.
- e. All uncalled turns will be TAC turns.

3. General.

- a. Section takeoff if the event is conducted with Event 7.19 (PF-15) or 17.2 (PF-16).
- b. Bird strike.
- c. Radar altimeter procedures (low level visual cues).
- d. Flight schedule questions.
- e. Crew coordination in the low level environments. Division of responsibilities.

#### IV. CONDUCT OF FLIGHT

A. Outline of flight.

1. Aircrew reviews the Aircraft Discrepancy Book.
2. SE and IP conduct thorough aircraft preflight.
3. SE and IP conduct prestart cockpit setup as per NATOPS, cross-checking each other where possible.
4. After start, SE programs the navigation computer and conducts poststart search radar procedures.
5. Conduct taxi, takeoff, departure, and enroute procedures in accordance the NATOPS, VAQ-129 SOP, and FAA clearance.
6. After takeoff, SE conducts full navigation and radar systems checkout and ensures navigation as per FAIROPS route.
7. Wingman practices parade and cruise formations enroute to low level entry.
8. Enter VR-1351D and proceed as planned/briefed. IP will function as fully qualified pilot.
9. Wingman practices tactical wing formation with emphasis on navigation from a wingman's viewpoint, crew coordination, and lookout doctrine. Ensure step-up on the lead at all times.

10. Lead instructor will call out simulated ground and air threats and will expect both lead and wing to initiate prudent evasive maneuvering not to exceed route boundaries and SOP limitations.
11. Lead will initiate both called and uncalled tactical turns enroute. Wing will respond with appropriate turns and maneuvers to maintain proper position and deconflict when necessary.
12. On return, request vectors to the VFR break. Do not exceed 3g's. Break maneuver in accordance with VAQ-129 SOP.
13. Complete descent, approach-to-landing, and landing checklists as required.
14. Approach, landing, and postflight ground procedures will be conducted in accordance with NATOPS, VAQ-129 SOP, and FAA clearance.
15. IP and SE will debrief mission. SE will be responsible for maintenance debrief.

B. Instructor debrief.

---

#### INSTRUCTOR NOTES

The following specific notes are included to assist the IP in conducting a standardized NF-9 flight.

1. **This is a 3 "G" event. This flight is designed to be completed at no more than 3g with the exception of safety of flight.** All maneuvers will be performed as described in each mission guide. Discuss "G" awareness and crew coordination during the brief and in general terms prior to executing aerobatics/maneuvers.
2. During the maneuvering portion of the flight, talk the student through the first several maneuvers. Be alert for task overload.
3. Pilot should brief required communications in the vicinity of the turnpoint.

VAQ-129 GRADE SHEET

SECTION LOW LEVEL NAVIGATION

NF-9 (8.15)

	AA 4.0	A 3.0	BA 2.0	U 1.0	COM	INC
EVENT BRIEF						
A. PREFLIGHT PLAN/TO/ABORT DATA					///	
B. EMERGENCY/NATOPS/SOP/COURSE RULES QUESTIONS					///	
EVENT PERFORMANCE						
A. GROUND PROCEDURES					///	
B. COPILOT RESPONSIBILITIES					///	
1. CHECKLISTS					///	
2. COMMUNICATION					///	
3. TAKEOFF/DEPARTURE PROCEDURES					///	
4. ENROUTE PROCEDURES					///	
5. APPROACH/LANDING PROCEDURES					///	
C. NAVIGATION SYSTEM OPERATION					///	
D. SECTION LOW LEVEL NAVIGATION					///	
E. LOW LEVEL TACTICAL FORMATIONS					///	
F. SECTION LOW LEVEL TACTICAL FORMATIONS	///	///	///	///		
1. COMBAT SPREAD MANEUVERING	///	///	///	///		
2. CHECK TURNS	///	///	///	///		
3. NAV TURNS	///	///	///	///		
4. TAC TURNS	///	///	///	///		
5. IN-PLACE TURNS	///	///	///	///		
6. SHACKLES	///	///	///	///		
G. SITUATIONAL AWARENESS					///	
H. AIRCREW COORDINATION					///	
I. EMERGENCY PROCEDURES					///	
J. HEADWORK					///	
TOTALS						

OVER

INSTRUCTOR EVALUATION  
 ATTITUDE TOWARD FLIGHT

SAT                  UNSAT

INSTRUCTOR COMMENTS (ALL AA, BA, AND U ITEM REQUIRE COMMENTS)

STATUS	INSTRUCTOR	DATE	EVT TIME	EVT GRADE	TOTAL	4	3	2	1
— COMP									
— INCOMP	STUDENT		CLASS						
— DOWN									

VAQ-129

REV 08-97

EVENT ID NF-9 (8.15)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: INTERVIEW OF MAJOR [REDACTED] NCIS (b)(6), (b)(7)(C)

On 17Nov98, Reporting Agent (RA) and Participating Agent (PA) [REDACTED] NCIS (b)(6), (b)(7)(C) interviewed Major [REDACTED] NCIS (b)(6), (b)(7)(C) regarding his relationship with Captain [REDACTED] NCIS (b)(6), (b)(7)(C) and his knowledge of the VMAQ-2 EA6B Prowler mishap which occurred near Cavalese, Italy on 03Feb98. This interview was conducted at the request of Trial Counsels assigned to this case, following their review of e-mail traffic to and from crew members of the mishap aircraft. Major [REDACTED] NCIS (b)(6), (b)(7)(C) was interviewed at the NCISRA Cherry Point office located aboard MCAS Cherry Point, NC.

[REDACTED] NCIS (b)(6), (b)(7)(C) said he had known [REDACTED] NCIS (b)(6), (b)(7)(C) a number of years and they had been roommates prior to the time when [REDACTED] NCIS (b)(6), (b)(7)(C) deployed to Aviano, Italy with VMAQ-2. [REDACTED] NCIS (b)(6), (b)(7)(C) said while [REDACTED] NCIS (b)(6), (b)(7)(C) was deployed their landlord decided to move back into their residence. [REDACTED] NCIS (b)(6), (b)(7)(C) said initially they had it arranged for the landlord to allow them to remain in the residence until [REDACTED] NCIS (b)(6), (b)(7)(C) returned from the deployment. However, after the mishap, when it became uncertain when [REDACTED] NCIS (b)(6), (b)(7)(C) would be allowed to return to North Carolina, [REDACTED] NCIS (b)(6), (b)(7)(C) and another roommate moved [REDACTED] NCIS (b)(6), (b)(7)(C) belongings into a storage unit when they moved out. [REDACTED] NCIS (b)(6), (b)(7)(C) said he did not recall seeing any photographs or videotapes in [REDACTED] NCIS (b)(6), (b)(7)(C) belongings possibly relating to the Aviano deployment when they moved.

[REDACTED] NCIS (b)(6), (b)(7)(C) was asked about a comment made in an e-mail to [REDACTED] NCIS (b)(6), (b)(7)(C) about a General having a little "chat" with them after the mishap. [REDACTED] NCIS (b)(6), (b)(7)(C) said he was just referring to General [REDACTED] NCIS (b)(6), (b)(7)(C) addressing EA6B types in very general terms regarding the mishap. [REDACTED] NCIS (b)(6), (b)(7)(C) said Colonel [REDACTED] NCIS (b)(6), (b)(7)(C) was supposed to interview all the Prowler guys to determine if they were complying with proper flight rules, but General [REDACTED] NCIS (b)(6), (b)(7)(C) came in and interviewed all the them. [REDACTED] NCIS (b)(6), (b)(7)(C) said he personally was not interviewed, as he was not in an EA6B squadron at the time.

[REDACTED] NCIS (b)(6), (b)(7)(C) said he has had absolutely no conversations or contact with [REDACTED] NCIS (b)(6), (b)(7)(C) regarding the specifics of the mishap or even in general terms. [REDACTED] NCIS (b)(6), (b)(7)(C) said they all knew they should not have been below 1000 feet, and knew they had hit the cable at somewhere around 350 feet. [REDACTED] NCIS (b)(6), (b)(7)(C) said many people in the Prowler community are upset about this, and want some answers from the crew because it has caused a great deal of scrutiny about the way they fly. [REDACTED] NCIS (b)(6), (b)(7)(C) said everyone in the community is looking for an explanation from the crew members, and they hope they get this from the court proceedings. [REDACTED] NCIS (b)(6), (b)(7)(C) said he had no knowledge of the video tape the crew was taking and allegedly destroyed, and has only heard about this via the news media and rumors. [REDACTED] NCIS (b)(6), (b)(7)(C) said he was not familiar with the specific low level route of the mishap, and said

WARNING

EXHIBIT (247)

001794

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS  
CCN: 15APR98-0023-0036-7HMS

he was on the first EA6B squadron ever deployed to Aviano. NCIS (b)(6), (b)(7)(C)  
said all their flying missions were actual missions, and they never  
did any low level training missions while he was in Aviano.

**BIOGRAPHICAL DATA**

EMPLOYMENT: USMC, VMAQ-1, MCAS Cherry Point, NC

SSAN [REDACTED]

DOB: [REDACTED]

POB: [REDACTED]

RESID [REDACTED]

NCIS (b)(6), (b)(7)(C)

**Participating Agent**

NCIS (b)(6), (b)(7)(C)

SA, NCISFO Carolinas, Camp Lejeune, NC

REPORTED BY:

NCIS (b)(6), (b)(7)(C)

OFFICE:

NCISFO Carolinas, Camp Lejeune, NC

DATE TYPED:

19NOV98

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C)

On 17Nov98 and 20Nov98, Reporting Agent (RA) attempted to locate [REDACTED] NCIS (b)(6), (b)(7)(C) at his residence reported [REDACTED] NCIS (b)(6), (b)(7)(C). There was no answer at that residence during the evening hours on 17Nov98, and no lights on inside the residence. Additionally, there was no answer again on 20Nov98 and no visible activity inside the residence when checked during the early morning hour. There was no mail box or name plate located near the residence to indicate who the occupant(s) of the residence may be. No other information was obtained.

## Participating Agents

[REDACTED] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA  
[REDACTED] Special Agent, NCISRA El Toro, CA

REPORTED BY: [REDACTED] NCIS (b)(6), (b)(7)(C)  
OFFICE: NCISRA EL TORO, CA  
DATE TYPED: 20Nov98

DOC: GAB2.IA

248

~~EXHIBIT~~  
WARNING

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: INTERVIEW OF MR. [REDACTED] NCIS (b)(6), (b)(7)(C)

On 17NOV98, Reporting Agent (RA) and Participating Agent (PA) [REDACTED] NCIS (b)(6), (b)(7)(C) contacted Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) at Marine Corps Air Station (MCAS) Cherry Point, NC. [REDACTED] NCIS (b)(6), (b)(7)(C) was contacted because a review of E-mail messages from VMAQ-2 while deployed to Aviano, Italy indicated he had been engaged in E-mail conversations with Captain [REDACTED] NCIS (b)(6), (b)(7)(C) the pilot of the mishap aircraft.

[REDACTED] NCIS (b)(6), (b)(7)(C) confirmed that he did know [REDACTED] NCIS (b)(6), (b)(7)(C) and said he knew him basically via sport fishing. [REDACTED] NCIS (b)(6), (b)(7)(C) indicated basically all his contact with [REDACTED] NCIS (b)(6), (b)(7)(C) was during sport fishing excursions from Moorhead City, NC, but he did consider him a friend. [REDACTED] NCIS (b)(6), (b)(7)(C) said he got to know [REDACTED] NCIS (b)(6), (b)(7)(C) via a good friend named [REDACTED] NCIS (b)(6), (b)(7)(C). [REDACTED] NCIS (b)(6), (b)(7)(C) said he was not involved in any communication with [REDACTED] NCIS (b)(6), (b)(7)(C) while he was deployed. [REDACTED] NCIS (b)(6), (b)(7)(C) was shown a copy of an E-mail correspondence from his E-mail address [REDACTED] NCIS (b)(6), (b)(7)(C) and said this was not him. [REDACTED] NCIS (b)(6), (b)(7)(C) explained [REDACTED] NCIS (b)(6), (b)(7)(C) another civilian employee at MCAS Cherry Point, did not have E-mail, and had written [REDACTED] NCIS (b)(6), (b)(7)(C) via [REDACTED] NCIS (b)(6), (b)(7)(C) E-mail account. [REDACTED] NCIS (b)(6), (b)(7)(C) said he had seen [REDACTED] NCIS (b)(6), (b)(7)(C) once he returned after the mishap, but [REDACTED] NCIS (b)(6), (b)(7)(C) had never said anything about the mishap, and [REDACTED] NCIS (b)(6), (b)(7)(C) had not asked anything about it.

## BIOGRAPHICAL DATA

EMPLOYMENT: FSCD, MCAS CHERRY POINT, NC

SSA: [REDACTED]

DOB: [REDACTED] NCIS (b)(6), (b)(7)(C)

POB: [REDACTED]

## PARTICIPATING AGENT

[REDACTED] NCIS (b)(6), (b)(7)(C) SA, NCISFO CAROLINAS, CAMP LEJEUNE, NC

REPORTED BY: [REDACTED] NCIS (b)(6), (b)(7)(C)

OFFICE: NCISFO CAROLINAS, CAMP LEJEUNE, NC

WARNING

EXHIBIT (249)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: INTERVIEW OF [REDACTED] NCIS (b)(6), (b)(7)(C)

On 17NOV98, reporting and participating agents interviewed [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C) Civilian, regarding his relationship with CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, and his knowledge of the VMAQ-2 EA6B Prowler mishap which occurred near Cavalese, Italy on 03FEB98. This interview was conducted at the request of the Trial Counsels assigned to this case, following their review of email traffic to and from crew members of the mishap aircraft. Enclosure (1) is a copy of an email addressed to [REDACTED] NCIS (b)(6), (b)(7)(C) from [REDACTED] NCIS (b)(6), (b)(7)(C) was interviewed at the NCISRA Cherry Point office located aboard MCAS Cherry Point, NC.

[REDACTED] NCIS (b)(6), (b)(7)(C) stated he has known CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) since the Spring of 1995 and refers to him by his call sign [REDACTED] NCIS (b)(6), (b)(7)(C). When they initially met, [REDACTED] NCIS (b)(6), (b)(7)(C) was the S4 at VMAQ-2. As the only sign maker aboard the installation [REDACTED] NCIS (b)(6), (b)(7)(C) advised he routinely deals with members of all the squadrons for various work related projects. In addition to designing and producing official signs [REDACTED] NCIS (b)(6), (b)(7)(C) also designs and produces squadron logo's on his own time. [REDACTED] NCIS (b)(6), (b)(7)(C) stated he frequently gets requests from squadron's to design logo and art work for tee shirts, coffee mugs, etc... [REDACTED] NCIS (b)(6), (b)(7)(C) stated he and [REDACTED] NCIS (b)(6), (b)(7)(C) subsequently became good friends and socialized such as going deep sea fishing, having [REDACTED] NCIS (b)(6), (b)(7)(C) over for dinner, and occasionally going to the O-club. After [REDACTED] NCIS (b)(6), (b)(7)(C) deployed to Aviano, [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C) sent care packages to him and they periodically corresponded by letter mail, email, and/or telephone.

[REDACTED] NCIS (b)(6), (b)(7)(C) was asked if he had any knowledge of any business ventures [REDACTED] NCIS (b)(6), (b)(7)(C) was involved in outside of the U.S. Marine Corps. [REDACTED] NCIS (b)(6), (b)(7)(C) indicated [REDACTED] NCIS (b)(6), (b)(7)(C) had a college friend in California who owned some sort of tee shirt business, but had no knowledge that [REDACTED] NCIS (b)(6), (b)(7)(C) was in any way a owner or co-owner of any business.

[REDACTED] NCIS (b)(6), (b)(7)(C) stated he has never had any discussions with [REDACTED] NCIS (b)(6), (b)(7)(C) prior to, or after the mishap, about low altitude flights. After [REDACTED] NCIS (b)(6), (b)(7)(C) returned to Cherry Point following the aircraft mishap, [REDACTED] NCIS (b)(6), (b)(7)(C) talked with [REDACTED] NCIS (b)(6), (b)(7)(C) on several occasions, but stated they never discussed any specifics about the mishap. The only thing [REDACTED] NCIS (b)(6), (b)(7)(C) ever told [REDACTED] NCIS (b)(6), (b)(7)(C) about the mishap was the ski lift was not depicted on the map.

[REDACTED] NCIS (b)(6), (b)(7)(C) was asked to explain the contents of an email he wrote to [REDACTED] NCIS (b)(6), (b)(7)(C) 12NOV97 (Enclosure (1)). [REDACTED] NCIS (b)(6), (b)(7)(C) stated prior to [REDACTED] NCIS (b)(6), (b)(7)(C) deployment, he and [REDACTED] NCIS (b)(6), (b)(7)(C) discussed re-designing the squadron logo and designing a pictorial to produce tee shirts for sale to squadron members at the completion of the deployment. [REDACTED] NCIS (b)(6), (b)(7)(C) stated [REDACTED] NCIS (b)(6), (b)(7)(C) said he would take aerial panoramic photographs of the Italian Alps while on deployment and provide the photographs to

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

NCIS (b)(6), (b)(7)(C) for him to use to design a picture for one side of the tee shirt. NCIS (b)(6), (b)(7)(C) explained a photograph would assist him in drawing the design, and then he would draw a EA6B Prowler conducting some sort of maneuver in the foreground. NCIS (b)(6), (b)(7)(C) stated the plan was for him to complete the design and forward it to NCIS (b)(6), (b)(7)(C) who would coordinate with other members of the squadron for approval. Once they approved a design and logo NCIS (b)(6), (b)(7)(C) said he would have his friend in California produce the tee shirts. NCIS (b)(6), (b)(7)(C) subsequently designed a logo to put on one side of the tee shirt and presented it to NCIS (b)(6), (b)(7)(C) a mail for him to review. Enclosure (2) is a copy of the original design sent to NCIS (b)(6), (b)(7)(C) on 10OCT98. NCIS (b)(6), (b)(7)(C) sent an email to NCIS (b)(6), (b)(7)(C) indicating the squadron members liked the basic design of the logo art work and suggested a minor modification. Enclosure (3) is a copy of the email.

NCIS (b)(6), (b)(7)(C) stated he never received any photographs from NCIS (b)(6), (b)(7)(C) and assumed since the mishap occurred, the squadron was no longer pursuing the shirts. NCIS (b)(6), (b)(7)(C) stated he has not discussed the shirts with NCIS (b)(6), (b)(7)(C) since he returned.

NCIS (b)(6), (b)(7)(C) was asked to explain a comment he made in his 13NOV97 email to NCIS (b)(6), (b)(7)(C) which he ends the email with "You just be careful". NCIS (b)(6), (b)(7)(C) stated this is a common phrase he uses when corresponding with all air crew members. NCIS (b)(6), (b)(7)(C) provided no additional information pertinent to this incident during this interview.

## ENCLOSURES:

- (1) COPY OF EMAIL FROM NCIS (b)(6), (b)(7)(C) 13NOV98
- (2) COPY OF SQUADRON LOGO DESIGN/UNDATED
- (3) COPY OF EMAIL FROM CAPT NCIS (b)(6), (b)(7)(C) 10OCT97

## BIOGRAPHICAL DATA

EMPLOYMENT: CIV WG-9, SIGN PAINTER, MCAS CHERRY POINT, NC

SSAN

DOB:

POB:

RESID

NCIS (b)(6), (b)(7)(C)

## PARTICIPATING AGENT

NCIS (b)(6), (b)(7)(C) SPECIAL AGENT, NCIS CAMP LEJEUNE, NC

REPORTED BY:

NCIS (b)(6), (b)(7)(C)

OFFICE:

NCISFO CAROLINAS, CAMP LEJEUNE, NC

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE

To: [REDACTED] NCIS (b)(6), (b)(7)(C)  
Cc:  
Bcc:  
From: [REDACTED] NCIS (b)(6), (b)(7)(C)  
Subject: re: [REDACTED] NCIS (b)(6), (b)(7)(C)  
Date: Thursday, November 13, 1997 4:38:27 EST  
Attach:  
Certify: N  
Priority: Normal  
Defer until:  
Expires:  
Forwarded by:

---

[REDACTED] NCIS (b)(6), (b)(7)(C)

Been worried-Havn't heard fromm you. Sent return message of last cor 20 oct.  
Sent another 30 Oct. Give me a quick E-mail to will or call me here  
2575/2452. Glad you liked the new "LOGO" people here like it. Will stop for  
now will wait for your answer, hope you had a good MC B-Day. All is "normal"  
here. Send me any goodies that you want [REDACTED] NCIS (b)(6), (b)(7)(C) getting ready for the tne big  
bake-off. Have you taken any pictures yet for T-shirt? You just be carefull.  
Semper Fi.

[REDACTED] NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C)

This is a copy of the drawing  
 I like it. This is the ONLY  
 GREAT New Colors. The drawing  
 ARE New Letter Above Skill  
 Notice Do Guard. The letter  
 CAN Del. going either above skill  
 By with Dates going either above skill  
 OR Below Swords. The letter  
 style used called eye patch.  
 DeVINE Ornamented. The letter  
 IF you want - TAKE out one of the  
 Bunny - To appear as eye patch.  
 Let me



To: [REDACTED]  
Cc: [REDACTED]  
Bcc: [REDACTED]  
From: [REDACTED] NCIS (b)(6), (b)(7)(C)  
Subject: FOR [REDACTED] NCIS (b)(6), (b)(7)(C)  
Date: Friday, October 10, 1997 0:00:43 EDT  
Attach:  
Certify: Y  
Priority: Normal  
Defer until:  
Expires:  
Forwarded by:

-----  
WHAT'S UP BRO

I'VE BEEN FLYING ROUGHLY 2-3 TIMES A WEEK...3-4 TIMES WOULD BE BETTER. I WATCHED THE BLUE FIN TAPE...IS THAT THIS YEAR? I HAVE TO DO THAT SOMETIME. TELL [REDACTED] NCIS (b)(6), (b)(7)(C) THANK YOU AGAIN FOR THE COOKIES. THEY WERE GREAT AND EVERYONE LOVED THEM. THIS WEEKEND I WAS GOING TO GO TO PRAGUE, BUT AS YOU MAY HAVE HEARD THE PROWLER TRANSITION TO HORNETS CAME OUT. I CAN'T BELIEVE IT. SO...I 'M STAYING HERE AND FINISHING MY MISSION COMMANDER QUAL, SO I'LL HAVE IT AS PART OF MY AA FORM. THE ONLY BAD THING IS THAT THE CUTOFF IS THAT YOU NEED TO HAVE 2 YEARS ON STATION. WHEN THE BOARD CONVENES I WILL BE SHORT ABOUT 20 DAYS. SINCE I'LL HAVE 2 PUMPS UNDER MY BELT I'M HOPING THEY WILL OVERLOOK THIS. THIS IS MY LAST CHANCE AND I'M GOING ALL THE WAY.

HOW ARE THING GOING FOR YOU? SAME OLE SAME OLE..I BET. HAVE YOU BEEN FISHING MUCH? I THINK I HAVE BEEN NOMINATED THE T-SHIRT PERSON. MYSELF AND EVERYONE ELSE LIKES THE ARTWORK YOU SENT. I THINK WE WANT THAT ON THE BACK, BUT WITH BUNNY EARS. LET ME KNOW WHAT YOU GOT AND WHAT YOU THINK. TALK TO YOU SOON.

[REDACTED] NCIS (b)(6), (b)(7)(C)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: RESULTS OF INTERVIEW [REDACTED] (b)(6), (b)(7)(C)

On 18NOV98, CAPT [REDACTED] (b)(6), (b)(7)(C) USMC, [REDACTED] (b)(6), (b)(7)(C) was interviewed by reporting agent regarding any contact he has had with CAPT [REDACTED] (b)(6), (b)(7)(C) USMC, [REDACTED] (b)(6), (b)(7)(C). As background [REDACTED] (b)(6), (b)(7)(C) is currently assigned to the Fleet Aviation Specialized Operational, Atlantic Fleet Detachment Brunswick (FASOTRAGRULANT DET) as the Survival, Evasion, Resistance and Escape (SERE) School Officer.

[REDACTED] (b)(6), (b)(7)(C) stated the last contact of any type (correspondence, e-mail, verbal, telephonic) was prior to his transfer to the SERE School, and prior to the incident at Aviano. [REDACTED] (b)(6), (b)(7)(C) was previously assigned to VMAQ-2, MCAS Cherry Point, NC., and maintained contact with [REDACTED] (b)(6), (b)(7)(C) that time. [REDACTED] (b)(6), (b)(7)(C) stated he considers [REDACTED] (b)(6), (b)(7)(C) a friend, but has avoided contact with him since the incident feeling he has probably answered enough questions.

Due to the short fuse requirement for the interview a message was relayed to [REDACTED] (b)(6), (b)(7)(C) while he was in the field in the area of Ranglely, ME, at the SERE School. [REDACTED] (b)(6), (b)(7)(C) then made contact with reporting agent telephonically and the interview conducted.

REPORTED BY: [REDACTED] (b)(6), (b)(7)(C)  
OFFICE: NCISRA BRUNSWICK  
DATE TYPED: 18NOV98

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE

001803

EXHIBIT (261)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: INTERVIEW OF CAPT [REDACTED] USMC

ON 19NOV98, REPORTING AGENT INTERVIEWED CAPT [REDACTED] AT  
NCIS, CAMP PENDLETON, CA, REGARDING CAPT [REDACTED]

[REDACTED] SAID HE FIRST MET [REDACTED] WHILE THEY BOTH ATTENDED ARIZONA  
STATE UNIVERSITY. HE SAID THEY WERE IN THE SAME FRATERNITY AND  
THEY LIVED TOGETHER. [REDACTED] SAID HE GRADUATED IN JAN88, WHICH  
WAS ABOUT A YEAR BEFORE [REDACTED] GRADUATED. HE SAID HE ASSISTED [REDACTED]  
TO GAIN A COMMISSION IN THE USMC.

[REDACTED] SAID THAT SINCE GRADUATION, HE HAS E-MAILED OR BEEN E-  
MAILED BY [REDACTED] ABOUT ONE TO TWO TIMES PER YEAR. HE SAID HE SENT  
E-MAILS TO [REDACTED] HIS WORK COMPUTER. [REDACTED] SEARCHED HIS WORK  
COMPUTER, AS WELL AS HIS HOME COMPUTER, AT THE REQUEST OF REPORTING  
AGENT, TO SEE IF HE SAVED ANY OF THE E-MAILS HE SENT TO OR RECEIVED  
FROM [REDACTED]. HE HAD ONE E-MAIL SAVED FROM [REDACTED] WHICH IS ENCLOSED.

[REDACTED] SAID HE HAS NOT SPOKEN TELEPHONICALLY OR VIA E-MAIL WITH  
[REDACTED] SINCE THE CRASH IN ITALY. HE SAID HE FOUND OUT ABOUT THE  
CRASH WHILE READING NAVY TIMES.

[REDACTED] SAID HE WAS NOT TOLD ANYTHING ABOUT THE CRASH BY [REDACTED]  
HE ALSO SAID HE DID NOT ASK [REDACTED] ABOUT THE CRASH.

## BIOGRAPHICAL DATA:

SSN: [REDACTED]  
DOB: [REDACTED] NCIS (b)(6), (b)(7)(C)  
DUST: [REDACTED]

## ENCLOSURE

(1) E-MAIL FROM [REDACTED] JAN98

REPORTED BY: [REDACTED]  
OFFICE: CAMP PENDLETON, CA

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC

To: [REDACTED] NCIS (b)(6), (b)(7)(C)  
Cc:  
Bcc:  
From: CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) CHERRY PT  
Subject: re:  
Date: Wednesday, January 14, 1998 7:54:39 PST  
Attach:  
Certify: Y  
Priority: Normal  
Defer until:  
Expires:  
Forwarded by:

---

WHAT'S UP JUG HEAD!

JUST WORKING ON OUR REDEPLOYMENT BACK TO CHERRY POINT. THIS PLACE IS GETTING OLD. ARE YOU PCS TO PENDELTON. WHERE I END UP IS A ?. WHAT I DO KNOW IS THAT I'LL BE GOING BACK TO THE RAG TO LEARN HOW TO FLY HORNETS. I'M WAITING FOR MY MONITOR TO GET BACK TO ME. I REQUESTED EL TORO FOR THE RAG AND THEN OF COURSE MIRAMAR FOR THE FLEET. LET ME KNOW WHATS UP. HOW WAS YOUR XMAS?...DID YOU VISIT YOUR FAMILY? HOW'S THEN [REDACTED] NCIS (b)(6), (b)(7)(C)

[REDACTED] NCIS (b)(6), (b)(7)(C) IS ENGANGED TO LADY DI..HIS EMAIL ADDRESS IS [REDACTED] NCIS (b)(6), (b)(7)(C)

[REDACTED] NCIS (b)(6), (b)(7)(C) EMAIL IS [REDACTED] NCIS (b)(6), (b)(7)(C)

TALK TO YOU LATER

[REDACTED] NCIS (b)(6), (b)(7)(C)

ENCLOSURE (1)

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: Attempt to locate Confusion Snowboards

On 20Nov98, Reporting Agent (RA) attempted to locate the business known as Confusion Snowboards through use of the directory assistance operator in the south Orange County area code (949) and in the north Orange County area code (714). Both of these inquiries were negative. No other information was obtained.

REPORTED BY: [REDACTED] NCIS (b)(6), (b)(7)(C)  
OFFICE: NCISRA EL TORO, CA  
DATE TYPED: 20Nov98

DOC: Snow2.IA

~~EXHIBIT~~

WARNING EXHIBIT (253)

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

**INVESTIGATIVE ACTION:** Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C)

On 22Nov98, Participating Agent (PA) [REDACTED] attempted to locate [REDACTED] NCIS (b)(6), (b)(7)(C), at his residence reported [REDACTED] NCIS (b)(6), (b)(7)(C). [REDACTED] NCIS (b)(6), (b)(7)(C) attempted to first contact [REDACTED] NCIS (b)(6), (b)(7)(C) by telephone but no one answered and the telephone answering machine came on to receive a message [REDACTED] NCIS (b)(6), (b)(7)(C). [REDACTED] NCIS (b)(6), (b)(7)(C) also attempted to personally contact [REDACTED] NCIS (b)(6), (b)(7)(C) at the aforementioned residence, but there was no answer. No other information was obtained.

**Participating Agent**  
[REDACTED] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA

**REPORTED BY:** [REDACTED] NCIS (b)(6), (b)(7)(C)  
**OFFICE:** NCISRA EL TORO, CA  
**DATE TYPED:** 23Nov98

**DOC:** GAB3.IA

~~EXHIBIT~~

**WARNING EXHIBIT (254)**

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

**INVESTIGATIVE ACTION:** Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C)

On 25Nov98 Participating Agents (PA) [REDACTED] NCIS (b)(6), (b)(7)(C)  
attempted to locate [REDACTED] NCIS (b)(6), (b)(7)(C) at his residence reported  
as [REDACTED] NCIS (b)(6), (b)(7)(C) but there was no answer. No  
other information was obtained.

**Participating Agent**

[REDACTED] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA  
Investigator, CID, PMO, MCAS El Toro, CA

**REPORTED BY:** [REDACTED] NCIS (b)(6), (b)(7)(C)  
**OFFICE:** NCISRA EL TORO, CA  
**DATE TYPED:** 30Nov98

**DOC:** GAB4.IA

**EXHIBIT (255)**

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: Interview of [REDACTED] NCIS (b)(6), (b)(7)(C) Italian  
witness to Marine EA6B flight over Luson, Italy.

On 27 November 1998, reporting and participating agents interviewed Mrs. [REDACTED] NCIS (b)(6), (b)(7)(C) a witness to Marine EA-6B Prowler flight over the Italian town of Luson, Italy. [REDACTED] NCIS (b)(6), (b)(7)(C) stated that on 03Feb98, she had taken her child to a ski lesson on the slopes which overlook the town of Luson, Italy. [REDACTED] NCIS (b)(6), (b)(7)(C) stated that the lessons always start at 1400 and end at 1600. At a certain point, she was frightened by a very loud noise which instinctively cause her to duck down out of fear for her life. [REDACTED] NCIS (b)(6), (b)(7)(C) refined the aircraft noise the loudest she had ever heard in her life. [REDACTED] NCIS (b)(6), (b)(7)(C) claimed she watched the aircraft leave the valley flying with a slight tilt to the wings and at the height of telephone poles as it followed the descent into the valley. [REDACTED] NCIS (b)(6), (b)(7)(C) described the aircraft a typical military aircraft, green/gray in color. [REDACTED] NCIS (b)(6), (b)(7)(C) claimed she had never seen a plane fly that low or heard a plane that loud before in her life. [REDACTED] NCIS (b)(6), (b)(7)(C) stated she saw the incident on the evening news that night and knew it had to be the same plane she had seen that afternoon. [REDACTED] NCIS (b)(6), (b)(7)(C) finally stated she would have no problem in traveling to the United States to testify in court provided she could give her testimony in German.

Date and Place of Birth  
Address:

[REDACTED] NCIS (b)(6), (b)(7)(C)

REPORTED BY: [REDACTED] NCIS (b)(6), (b)(7)(C)  
OFFICE: NCIS SIGONELLA ITALY  
DATE TYPED: 09NOV98

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: Interview of [REDACTED] NCIS (b)(6), (b)(7)(C) Italian  
witness to Marine EA6B flight over Luson, Italy.

On 27 November 1998 reporting and participating agents interviewed Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) a witness to Marine EA-6B Prowler flight over the Italian town of Luson, Italy. [REDACTED] NCIS (b)(6), (b)(7)(C) a professional ski instructor, stated that about 1400 on 03Feb98, while he was giving ski lessons to a group of children on a ski slope outside the town of Luson, Italy, he saw a low flying, military plane come over the ridge. [REDACTED] NCIS (b)(6), (b)(7)(C) who claimed the sighting at circa 1415/1430 hours, stated the plane was over the ridge and out of sight before he could determine the direction. [REDACTED] NCIS (b)(6), (b)(7)(C) described the plane as dark gray in color and definitely not a civilian aircraft. [REDACTED] NCIS (b)(6), (b)(7)(C) also stated that he made comparisons to the planes he has seen on television in order to determine the nature of the plane in question. [REDACTED] NCIS (b)(6), (b)(7)(C) finally stated that he had never before in his life seen or heard a plane flying that close before. [REDACTED] NCIS (b)(6), (b)(7)(C) could offer no other information considered pertinent to the investigation.

Date/Place of birth:  
Address:  
Telephone:

[REDACTED] NCIS (b)(6), (b)(7)(C)

REPORTED BY: [REDACTED] NCIS (b)(6), (b)(7)(C)  
OFFICE: NCIS SIGONELLA ITALY  
DATE TYPED: 05NOV98

~~ENCLOSURE (2)~~

EXHIBIT (257)

WARNING

001810

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
UNLESS CONTENTS MAY BE DISCLOSED TO THE PUBLIC BY THE SERVICE WITHOUT SPECIFIC

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: Interview of [REDACTED] Italian witness  
to Marine EA6B flight over Luson, Italy.

On 27 November 1998, reporting and participating agents interviewed Mrs. [REDACTED] a witness to Marine EA-6B Prowler flight over the Italian town of Luson, Italy. Mrs. [REDACTED] stated that on 03Feb98 she was in her living room with the rest of her family when she saw a plane fly by. Mrs. [REDACTED] stated that while seated in her living room, she first heard the roar of the plane's engines and then she looked out the window and saw the plane. Mrs. [REDACTED] stated that the plane was flying approximately one meter above an electricity pole posted outside of her home. Mrs. [REDACTED] added that the plane flew by so quickly that she thought it would not make it out of the valley. Mrs. [REDACTED] stated that before the 03Feb98 incident, there had been other low level flights over the valley, but never anyone so low or so fast. Mrs. [REDACTED] is of the opinion that had it flown any closer to the house it would have surely done some damage to the structure of the home. Mrs. [REDACTED] did not remember the color of the plane, nor could she describe it. She described it as the lowest, loudest and fastest flight she had ever seen over the valley in Luson, Italy.

Date and Place of Birth: 08Dec 1937, Luson, Italy  
Address: Via Huben, Niedermoar maso, Luson,  
Italy

REPORTED BY: [REDACTED]  
OFFICE: NCIS SIGONELLA ITALY  
DATE TYPED: 09NOV98

~~ENCLOSURE~~

WARNING

EXHIBIT (258)

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: Attempt to locate [redacted] NCIS (b)(6), (b)(7)(C)

On 01DEC98 Participating Agent (NCIS (b)(6), (b)(7)(C)) attempted to locate [redacted] NCIS (b)(6), (b)(7)(C) arrived at [redacted] NCIS (b)(6), (b)(7)(C) and noticed lights on inside the residence. [redacted] NCIS (b)(6), (b)(7)(C) advised a white female, appearing to be in her mid-to-late thirties with shoulder length, blonde hair came to the door, but did not open the door. [redacted] NCIS (b)(6), (b)(7)(C) identified himself to this unidentified woman by a display of credentials and stated his name, requesting to talk to her. The lady advised she would speak to him through the closed door. [redacted] NCIS (b)(6), (b)(7)(C) advised when he first addressed this lady he asked if she was Mrs. [redacted] NCIS (b)(6), (b)(7)(C). The lady stated she was not, but would not provide identifying information. [redacted] NCIS (b)(6), (b)(7)(C) asked this lady if the [redacted] NCIS (b)(6), (b)(7)(C). The lady responded that it was not. The lady advised she had been living at the residence for six months and she did not know if anyone by the name [redacted] NCIS (b)(6), (b)(7)(C) had lived at the residence before she moved in, or if they may have occupied the property even prior to the past residents. This lady advised she did not have a forwarding address or telephone number for anyone named [redacted] NCIS (b)(6), (b)(7)(C). [redacted] NCIS (b)(6), (b)(7)(C) asked the lady if her residence was rental property, or a privately-owned condominium and the lady advised it was a "condo." This lady advised she purchased the condo through a real estate agent but no other pertinent information was obtained.

Participating Agent  
[redacted] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA

REPORTED BY: [redacted] NCIS (b)(6), (b)(7)(C)  
OFFICE: NCISRA EL TORO, CA  
DATE TYPED: 02DEC98

DOC: GAB5.IA

~~EXHIBIT~~ )

WARNING EXHIBIT (259)

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C)

On 04DEC98 Reporting Agent (RA) received a telephone call from a woman who identified herself as [REDACTED] NCIS (b)(6), (b)(7)(C) (NFI), the owner of the residence located at [REDACTED] NCIS (b)(6), (b)(7)(C). [REDACTED] NCIS (b)(6), (b)(7)(C) stated she did not know anyone named [REDACTED] NCIS (b)(6), (b)(7)(C) nor had she ever met him. [REDACTED] NCIS (b)(6), (b)(7)(C) did not know if [REDACTED] NCIS (b)(6), (b)(7)(C) had lived at [REDACTED] NCIS (b)(6), (b)(7)(C) before she purchased the property. [REDACTED] NCIS (b)(6), (b)(7)(C) said she provided this same information to Participating Agent (PA) [REDACTED] NCIS (b)(6), (b)(7)(C) previously and she could not be of any other assistance.

Participating Agent

[REDACTED] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA

REPORTED BY: [REDACTED] NCIS (b)(6), (b)(7)(C)  
OFFICE: NCISRA EL TORO, CA  
DATE TYPED: 07DEC98

DOC: GAB6.IA

~~EXHIBIT (260)~~

WARNING EXHIBIT (260)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: INTERVIEW OF MR. [REDACTED] NCIS (b)(6), (b)(7)(C)

On 06Jan99, Reporting Agent (RA) and Participating Agent (PA) [REDACTED] interviewed Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) at the Nassau County New York Police Department, 5th Precinct, 1655 Dutch Broadway, Elmont, NY. As background, a video tape was furnished to the Prosecution Team in this investigation via discovery from Defense Attorneys, and Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) was the alleged source for the tape.

[REDACTED] NCIS (b)(6), (b)(7)(C) explained that he and [REDACTED] NCIS (b)(6), (b)(7)(C) were on a ski vacation in the Cavalese, Italy area when the mishap occurred, which was how he was able to video tape some of the activities surrounding the mishap. [REDACTED] NCIS (b)(6), (b)(7)(C) stated he was a former Marine having served on active duty from 1982 thru 1986. He said when he got back from his trip he started seeing news coverage that made him think in his opinion that the air-crew was "being hung out to dry". [REDACTED] NCIS (b)(6), (b)(7)(C) said he just thought some of his footage may in some way help the aviators. He said he just called the Provost Marshals Office at Camp Lejeune, NC (CLNC) out of the blue, and from there was given a number to a military defense attorney working on the case. He said he did not recall who he talked to, but told them about the footage he had. [REDACTED] NCIS (b)(6), (b)(7)(C) said Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) a civilian defense attorney for Captain [REDACTED] NCIS (b)(6), (b)(7)(C) called him sometime during the summer of 1998. [REDACTED] NCIS (b)(6), (b)(7)(C) said [REDACTED] NCIS (b)(6), (b)(7)(C) was in New York City, and asked if [REDACTED] NCIS (b)(6), (b)(7)(C) could meet with him and show him the tapes. [REDACTED] NCIS (b)(6), (b)(7)(C) said he met with [REDACTED] NCIS (b)(6), (b)(7)(C) and [REDACTED] NCIS (b)(6), (b)(7)(C) gave him two or three original VHS tapes he had taken as well as a commercially made video tape of the area he had purchased. [REDACTED] NCIS (b)(6), (b)(7)(C) said he did not feel the cable system was that safe, and what he was primarily trying to show [REDACTED] NCIS (b)(6), (b)(7)(C) how much the height of the cables varied in spots as the GONDOLA moved along its path. [REDACTED] NCIS (b)(6), (b)(7)(C) said he has not spoken with [REDACTED] NCIS (b)(6), (b)(7)(C) any other attorneys involved in the case since he furnished the tapes, and would like to get his original tapes back. [REDACTED] NCIS (b)(6), (b)(7)(C) viewed a copy of the tape provided to Prosecutors in this case, and said it seemed to be missing a good deal of the footage he had provided to [REDACTED] NCIS (b)(6), (b)(7)(C)

[REDACTED] NCIS (b)(6), (b)(7)(C) did not remember the exact dates, but said he and [REDACTED] NCIS (b)(6), (b)(7)(C) arrived in the area a day or two before the mishap, which would have been approximately 31Jan98 or 01Feb98. He said they stayed at a hotel he believed was named the "Trunkalunka", and said this was the hotel in the area that was situated closest to the Alpe Cermis cable system. [REDACTED] NCIS (b)(6), (b)(7)(C) said he and [REDACTED] NCIS (b)(6), (b)(7)(C) were part of a tour group out of Britain, and explained that [REDACTED] NCIS (b)(6), (b)(7)(C) who lived in England had arranged the tour for them, and they did not know any of the other people that were part of the tour group. He said on the first day they skied in that area, but on the second day they took a bus to another area along with other people on their tour group to ski at another mountain. [REDACTED] NCIS (b)(6), (b)(7)(C) said it was

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE

SERVICE

CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

on this second day when they were getting ready to return to their hotel, or while they were on their way back that they learned about the Gondola accident.

NCIS (b)(6), (b)(7)(C) said the Italian Police had the area blocked off, but they had to let them back into the area because that was where their hotel was located. He said as soon as they got back to the hotel he got his video camera from his room and started filming. He said it was around 1630-1700 and it was twilight or dusk. He said he did not witness the accident, but heard immediately that a military jet had struck the cables causing the accident. He said that he was approached by the British Broadcasting Company (BBC) who borrowed footage he was taking, dubbed it, and then returned it. He said some of the original footage that was shown around the world was footage he had taken.

NCIS (b)(6), (b)(7)(C) said he had heard that a British female who was part of his tour group had nearly been on the mishap Gondola. He said he did not know her name, but she stayed directly across the hall from him and NCIS (b)(6), (b)(7)(C) at the hotel. He said he heard she was actually on the Gondola, but was asked to step off at the last minute because of overcrowding. He said he thought she may have witnessed something, because she just stayed in her room the remainder to the tour. NCIS (b)(6), (b)(7)(C) was asked about the weather on the day of the mishap and said he thought it was good while they were skiing, though he did not recall specifically, and it seemed the weather could change quickly.

The tape was reviewed in its entirety with NCIS (b)(6), (b)(7)(C). There were distinct breaks in the tape as if a number of tapes had been utilized to make the one tape. The 1st footage was a commercial promotional video. The next footage which was dated 03Feb98 showed people waiting around the resort area at Latamer for buses, and also some footage of he and NCIS (b)(6), (b)(7)(C) skiing. The next footage was dated 05Feb98 and title "Our Vacation". This was footage taken on a 32 mile ski hike called something like "Accelerando". The next footage was dated 06Feb98, and was footage of the Alpe Cermis cable system and cables. Next was undated footage around the resort which NCIS (b)(6), (b)(7)(C) said was on the day they arrived, and appeared to show feet in a cable car. Next was footage of the accident scene. NCIS (b)(6), (b)(7)(C) said the footage was taken from a location below the cable house.

When asked what he could remember was missing from the tapes he provided to Mr. NCIS (b)(6), (b)(7)(C) identified three things:

1. A close-up freeze frame of cables dropping or separating 1 or 2 days prior to mishap.
2. A close-up of the actual mishap Gondola 1 or 2 days prior to

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE

SERVICE

001815  
PAGE 2 OF 3

CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

mishap.

3. Footage of two military jets flying at what appeared to be mountain top level at around 1300-1400 on the day of the mishap. This was taken from the Latamer Ski Resort.

NCIS (b)(6), (b)(7)(C) said he does not know any of the air-crew involved in this mishap, and his only contact with anyone relative to this investigation was with NCIS (b)(6), (b)(7)(C) when he provided the original tapes to him in New York City.

## BIOGRAPHICAL DATA

EMPLOYMENT: Hospital for Special Surgery-Manhattan, NYC

SSAN

DOB:

NCIS (b)(6), (b)(7)(C)

POB:

RESID

## Participating Agent

NCIS (b)(6), (b)(7)(C)

SA, NCISFO Carolinas, Camp Lejeune, NC

REPORTED BY:

NCIS (b)(6), (b)(7)(C)

OFFICE:

NCISFO Carolinas, Camp Lejeune, NC

DATE TYPED:

20JAN99

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE

SERVICE

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: RESULTS OF LEXIS/NEXIS DATA BASE QUERIES; (b)(6), (b)(7)(C)

On 19JAN99, Participating Agent (b)(6), (b)(7)(C) queried the LEXIS/NEXIS data base for newspaper articles pertaining to media interviews with CAPT (b)(6), (b)(7)(C) USMC, (b)(6), (b)(7)(C) Enclosures (1) and (2) contain articles found during the search. Enclosure (1) is a 16JUL98 interview with (b)(6), (b)(7)(C) a staff writer with the Denver Post, Denver, CO. Enclosure (2) contains newspaper articles with interviews/comments from (b)(6), (b)(7)(C) a neighbor (b)(6), (b)(7)(C) and a quote from CAPT (b)(6), (b)(7)(C) USMC, (b)(6), (b)(7)(C)

Review of the contents of the newspaper articles did not disclose any significant information pertinent to captioned investigation.

## ENCLOSURES:

- (1) THE DENVER POST ARTICLE (b)(6), (b)(7)(C) 16 JUL 98
- (2) NEWSPAPER ARTICLES RE (b)(6), (b)(7)(C) VARIOUS DATES

## PARTICIPATING AGENT

(b)(6), (b)(7)(C) SPECIAL AGENT, NCISHQ CODE 23CI, WASHINGTON, D.C.

REPORTED BY: (b)(6), (b)(7)(C)  
OFFICE: NCISFO CAROLINAS, CAMP LEJEUNE, NC

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

2ND STORY of Level 1 printed in FULL format.

Copyright 1998 The Denver Post Corporation  
The Denver Post

July 16, 1998 Thursday 2D EDITION

SECTION: DENVER & THE WEST; Pg. B-01

LENGTH: 1222 words

HEADLINE: Marine hit by tragedy's wake Italy ski-lift incident haunts him

BYLINE: By NCIS (b)(6), (b)(7)(C) Denver Post Staff Writer

BODY:

NCIS (b)(6), (b)(7)(C) past an Italian woman at the base exchange. She recognized him immediately and spit out the words in a stage whisper, a perfect-English epithet.

"You're one of the killers."

Capt. NCIS (b)(6), (b)(7)(C) who grew up NCIS (b)(6), (b)(7)(C) dreaming of an aviation career, had occupied a backseat of the Marine surveillance jet that sliced through a ski-lift cable and sent 20 people plummeting to their deaths in February in the Italian Alps.

"She didn't look at me when she said NCIS (b)(6), (b)(7)(C) this week, recalling the woman's biting accusation during a phone conversation from the Cherry Point Marine Corps Air Station at Havelock, N.C. "I didn't say anything. But you don't want anyone to say something like that when they don't know you. They have no idea what we do in those airplanes."

What happened aboard the EA-6B Prowler initially triggered involuntary manslaughter charges against NCIS (b)(6), (b)(7)(C) the three other crew members as the political fallout reached the highest levels of government.

NCIS (b)(6), (b)(7)(C) case scenario: "They were charging us with offenses that would put us in prison for the rest of our lives."

While U.S. military and Italian officials sparred over their NCIS (b)(6), (b)(7)(C) the other aviators remained confined to the Aviano air base for their own safety. But because NCIS (b)(6), (b)(7)(C) exiting the badly damaged plane - that much had been reported in the local paper NCIS (b)(6), (b)(7)(C) the most easily identifiable figure.

For some Italian civilians working at the base, he also became a target of outrage.

"Everyone knew who I was," he says. "I was the one NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) when you're in a situation like this, and you see someone look at you, you assume they know who you are."

Details of the low-altitude training mission near the Cavalese ski resort may

The Denver Post, July 16, 1998 Thursday

come out in the courts-martial of the two front-seat crew members - Capt. NCIS (b)(6), (b)(7)(C) the pilot, and Capt. NCIS (b)(6), (b)(7)(C) the navigator. After the military equivalent of a grand jury proceeding, it was determined NCIS (b)(6), (b)(7)(C) and Capt. NCIS (b)(6), (b)(7)(C) - neither of whom was directly responsible for piloting the aircraft - would not face courts-martial.

Then, earlier this week, an Italian judge ruled that the airmen could not be tried in Italian courts. That took NCIS (b)(6), (b)(7)(C) the judicial hook.

But just facing the charges left him a changed man. A disillusioned man

"I don't know how to put it into words NCIS (b)(6), (b)(7)(C) "It was unbelievable to me that they were trying to charge us with that, especially me and Capt. NCIS (b)(6), (b)(7)(C) Anyone pointed fingers at the four of us, and nobody knew anything. There were just assumptions. That was hard to deal with."

NCIS (b)(6), (b)(7)(C) hes to speak about the flight itself because of the pending courts-martial of NCIS (b)(6), (b)(7)(C) But he has emerged from the aftermath scarred and disillusioned, and uncertain if even exoneration can save his military flight career.

NCIS (b)(6), (b)(7)(C) was flying a low-altitude mission Feb. 3 and expected his call just before noon that day. But when she picked up the phone in NCIS (b)(6), (b)(7)(C) she NCIS (b)(6), (b)(7)(C) spoke cryptically about what had happened.

"I asked him how his flight was, NCIS (b)(6), (b)(7)(C) and he said, 'Not so good.' He sounded so far away at that point. It was the last thing I wanted to hear. I asked if he was OK, and he said he NCIS (b)(6), (b)(7)(C)

She envisioned him ejecting from the aircraft, shooting through the canopy and NCIS (b)(6), (b)(7)(C) But he couldn't give details.

Is the plane flyable? she asked.

No, he replied.

Is the crew OK?

They were.

"But he couldn't tell me anything else," she says. "I just panicked. It was so sudden, there were so many questions, and I didn't want to get off the phone. He told me he'd try to call me later, that I'd see something on CNN." Tragedy hits home

NCIS (b)(6), (b)(7)(C) 't wait for television. She logged on to the Internet and soon found news accounts of the incident. The pictures looked surreal. The magnitude of the tragedy overwhelmed her.

NCIS (b)(6), (b)(7)(C) ful that NCIS (b)(6), (b)(7)(C) might be hounded by media, phoned them a short while later with a similarly vague account and some advice: Don't believe everything you read. Amid media speculation that dangerous hotdogging might have figured in the tragedy, he didn't even broach the issue of

The Denver Post, July 16, 1998 Thursday

his innocence.

NCIS (b)(6), (b)(7)(C) "They know I'd never go out and be part of anything like that."

NCIS (b)(6), (b)(7)(C) to his commanding officer about having NCIS (b)(6), (b)(7)(C) to Italy, he says. Concerned for her safety, military authorities arranged on-base quarters. When NCIS (b)(6), (b)(7)(C) she saw NCIS (b)(6), (b)(7)(C) sitting in the doorway, leaning on NCIS (b)(6), (b)(7)(C)

He did not look well. She hugged him, tried to gauge whether he was all right. She worried about his emotional state. They cried a lot.

"It was one of those things where I never asked about what happened, and I didn't expect him to tell NCIS (b)(6), (b)(7)(C). "We never talked about what happened in the plane. I was just glad he was alive. It was so close. If the plane had been an inch at a different angle, all four of them could have died, too."

On her second night in Italy, she looked NCIS (b)(6), (b)(7)(C) told him how happy she was that he'd survived the accident. NCIS (b)(6), (b)(7)(C)ed her gaze and reminded her that 20 people hadn't.

"It was a very emotional moment for us NCIS (b)(6), (b)(7)(C). "It made me realize that there's a lot more out there to deal with that I wasn't ready to deal with. We've been fighting the battle for him, so it's hard to get the magnitude of it all. It's a lot bigger than us." Possible consequences

NCIS (b)(6), (b)(7)(C) he still could face some administrative consequences from the incident. But he has heard rumors that he may soon be reassigned to a squadron, that he may fly again. Those rumors inspired mixed reactions from NCIS (b)(6), (b)(7)(C)

"I have reservations about him staying in the military NCIS (b)(6), (b)(7)(C). "We're not confident that he could ever get promoted."

"I'd like to fly again NCIS (b)(6), (b)(7)(C) "but every day I'm not sure whether I want to get back in that airplane. It's not a fear of flying, but that this will always be on my record. It's a little disheartening to be charged the way I was.

"I got up and went to work one day, and unfortunately this tragedy occurred. I've spent the last six months trying to keep my life."

Since NCIS (b)(6), (b)(7)(C) him to watch planes land at the old NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) known that his life would involve flight. He went to college primarily to earn a commission through the ROTC program and fly jets for the military.

Though set on becoming a pilot, NCIS (b)(6), (b)(7)(C) " he says. NCIS (b)(6), (b)(7)(C) relegated him to a support role, and he wound up operating radar-jamming equipment in the backseat of the EA-6B Prowler.

"When I first met him NCIS (b)(6), (b)(7)(C), "he had so much dedication and pride in the Marine Corps. He still has it, but it's been jolted. It's hard for me to see that change in him."

Still, the ~~NCIS (b)(6), (b)(7)(C)~~ ~~NCIS (b)(6), (b)(7)(C)~~ considers his future, the more he figures that another chance to fly would be something he couldn't pass up.

"I'll take it, I'm sure," he finally says. "I'll just look at the world a little differently now."

GRAPHIC: PHOTO: Special to The Denver Post ~~NCIS (b)(6), (b)(7)(C)~~ ~~Grine~~ ~~NCIS (b)(6), (b)(7)(C)~~

~~NCIS (b)(6), (b)(7)(C)~~

LOAD-DATE: July 16, 1998

3RD STORY of Level 1 printed in FULL format.

Copyright 1998 The Denver Post Corporation  
The Denver Post

July 3, 1998 Friday 2D EDITION

SECTION: DENVER & THE WEST; Pg. B-01

LENGTH: 693 words

HEADLINE: NCIS (b)(6), (b)(7)(C) keep spirits up during ordeal

BYLINE: By NCIS (b)(6), (b)(7)(C) Denver Post Staff Writer

BODY:

As a kid, NCIS (b)(6), (b)(7)(C) could ride with his dad to a spot on NCIS (b)(6), (b)(7)(C) where they could pull over, crane their necks and watch jets scream overhead along the NCIS (b)(6), (b)(7)(C). And whenever NCIS (b)(6), (b)(7)(C) flew into town, he always volunteered for the welcoming committee at the gate.

"He would want to leave early and stay late," recalls NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) the trips to the old airport. "As long as I can remember, he was fascinated with airplanes. He'd always have his face pressed against the glass."

But Capt. NCIS (b)(6), (b)(7)(C) - his childhood fascination with flight long since grown into a career as a Marine aviator - found his back against the wall after maneuvers in February over the Italian Alps. NCIS (b)(6), (b)(7)(C) one of four U.S. fliers caught in an international incident when their EA-6B Prowler sliced through a ski-lift cable and sent 20 people plunging 300 feet to their deaths.

All four Marines have denied flying recklessly. But in the wake of outcry from the Italian government, which accused the U.S. crew of hotdogging, and reaction from President NCIS (b)(6), (b)(7)(C) promised justice, some close to the aviators feared political scapegoating in a rush to judgment.

But for NCIS (b)(6), (b)(7)(C) an excruciating ordeal gave way to signs of hope on Thursday when a military judge recommended that charges against NCIS (b)(6), (b)(7)(C) was operating radar-jamming equipment, and his back-seat partner, Capt. NCIS (b)(6), (b)(7)(C), be dismissed.

The judge recommended courts-martial for the pilot and navigator. A final decision remains in the hands of Lt. Gen. NCIS (b)(6), (b)(7)(C) commanding general of Marine Corps Forces Atlantic in Norfolk, Va., who is expected to rule later this month.

NCIS (b)(6), (b)(7)(C) will not out of hot water yet," says NCIS (b)(6), (b)(7)(C) who retired three years ago from the electrical construction industry. "It depends on how much politics is going to be involved.

"It could throw a monkey wrench into the whole works. When you're talking about prison, that's scary - not just for NCIS (b)(6), (b)(7)(C) for the whole crew."

For NCIS (b)(6), (b)(7)(C) the stressful sequence of events began with a phone call

The Denver Post, July 3, 1998 Friday

from NCIS (b)(6), (b)(7)(C)

"He called after the accident and said we'd probably be hearing something in the media about it," NCIS (b)(6), (b)(7)(C) says. "That's all we knew - the rest came from the TV and newspapers. We found out we could believe about half of what we read and heard." An 'average kid'

NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) An ordinary young man thrust into extraordinary circumstances. They recall him as a trouble-free child who always worked hard - as a paper boy in junior high, as a cart boy at NCIS (b)(6), (b)(7)(C) while he was in high school and, home from college, as an electrician's helper at construction sites.

For relaxation, he fished for trout in the mountains and went bass fishing with his NCIS (b)(6), (b)(7)(C) played several sports as a kid, but wasn't a strong enough athlete to pursue them competitively at NCIS (b)(6), (b)(7)(C) where he achieved average grades.

"He was a good, average kid," NCIS (b)(6), (b)(7)(C) says. "He never caused any problems. Just an average kid who loved his fishing. He never got any speeding tickets, anything of that nature. He was always safety-minded, you might say."

NCIS (b)(6), (b)(7)(C) to college at Oregon State, majoring in NCIS (b)(6), (b)(7)(C) with a specialty in NCIS (b)(6), (b)(7)(C) was also attracted to the school for its strong ROTC program and, after graduation, joined the Marines as a lieutenant. He advanced to captain NCIS (b)(6), (b)(7)(C), in less than four years.

NCIS (b)(6), (b)(7)(C) they've received an outpouring of support from friends and family. NCIS (b)(6), (b)(7)(C) developed a relationship with NCIS (b)(6), (b)(7)(C) who established a legal defense fund at the NCIS (b)(6), (b)(7)(C) in NCIS (b)(6), (b)(7)(C) Although the government provided each crew member with two military lawyers, three of the men retained civilian attorneys at their own expense. Waiting and hoping

Not NCIS (b)(6), (b)(7)(C) it and hope.

"You have to get on with life; you have to do what you have to do," says NCIS (b)(6), (b)(7)(C) "it's always in the back of your thoughts, and lots of times in the front of your thoughts"

GRAPHIC: PHOTO: The Denver Post, NCIS (b)(6), (b)(7)(C) holds a photo of NCIS (b)(6), (b)(7)(C) and a fellow Marine aviator as they stand in front of a plane in Italy in January. NCIS (b)(6), (b)(7)(C) on the U.S. jet that sliced through a ski-lift cable and sent 20 people plunging to their deaths. PHOTO: Special to The Denver Post Marine Capt. NCIS (b)(6), (b)(7)(C) are seen in NCIS (b)(6), (b)(7)(C)

LOAD-DATE: July 06, 1998

7TH STORY of Level 1 printed in FULL format.

Copyright 1998 The Denver Post Corporation  
The Denver Post

February 9, 1998 Monday 2D EDITION

SECTION: DENVER & THE WEST; Pg. B-06

LENGTH: 414 words

HEADLINE: Local man linked to tragedy in Italy Marine aboard jet that cut lift cable

BYLINE: BY [REDACTED] NCIS (b)(6), (b)(7)(C) Denver Post Staff Writer

BODY:

[REDACTED] NCIS (b)(6), (b)(7)(C) One of four crew members aboard a low-flying U.S. military jet that severed the cable of a ski lift at an Italian resort last Tuesday is an [REDACTED] NCIS (b)(6), (b)(7)(C)

Capt. [REDACTED] NCIS (b)(6), (b)(7)(C) was one of two technicians on the aircraft who operated the plane's sophisticated radar-jamming equipment.

The aircraft hit the cable of a gondola, dropping 20 people about 3,000 feet to their deaths in the craggy Dolomite Mountains of Cavalese, Italy.

Following the accident, the plane flew back to an air base at Aviano in northern Italy.

None of the crew members, including [REDACTED] NCIS (b)(6), (b)(7)(C) injured.

One of [REDACTED] NCIS (b)(6), (b)(7)(C) always wanted to serve in the military.

"He's a very patriotic person [REDACTED] NCIS (b)(6), (b)(7)(C). "He was very proud of his position."

The Marine Corps plane, an EA-6B, is a sophisticated electronic surveillance aircraft that normally patrols the skies over Bosnia.

On Tuesday it was on a training flight, Marine Corps officials have said.

[REDACTED] NCIS (b)(6), (b)(7)(C) board the aircraft with Capt. [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C) pilot; Capt. [REDACTED] NCIS (b)(6), (b)(7)(C) the co-pilot; and Capt. [REDACTED] NCIS (b)(6), (b)(7)(C) another technician.

Italians have criticized the U.S. military since the accident, claiming that American planes often perform "stunts" around the resort, such as flying under ski-lift cables on their way back to the NATO air base in Aviano.

The accident is being reviewed by Marine Corps investigators.

Italian officials are conducting their own investigation.

The Denver Post, February 9, 1998 Monday

Although the crew members have refused to talk to Italian investigators, they released a statement to the victims' families through an attorney Sunday.

"We cherish life and take our jobs very seriously," said the statement, signed by all four crew members.

"We would never do anything to purposely endanger the lives of others. We all share in your tremendous loss."

NCIS (b)(6), (b)(7)(C) refused to comment on the accident. He referred all questions to the Marine Corps Air Station at Cherry Point, N.C., the home base of the unit.

NCIS (b)(6), (b)(7)(C) described NCIS (b)(6), (b)(7)(C) "good people."

He referred to the NCIS (b)(6), (b)(7)(C) described him as an avid bass fisherman.

"He is a very nice, responsible kid," NCIS (b)(6), (b)(7)(C) has NCIS (b)(6), (b)(7)(C) since NCIS (b)(6), (b)(7)(C)

"He's a real clean-cut, quiet, unassuming kid. It's too bad he was involved in such a terrible accident."

LOAD-DATE: February 10, 1998

5TH STORY of Level 1 printed in FULL format.

Copyright 1998 Star Tribune  
Star Tribune (Minneapolis, MN)

July 2, 1998, Metro Edition

SECTION: Pg. 4A

LENGTH: 354 words

HEADLINE: Court-martial urged in Marine jet-cable accident

SOURCE: Associated Press

DATELINE: Raleigh, N.C.

BODY:

A military judge has recommended that the pilot and navigator of a Marine jet involved in an accident that killed 20 people at an Italian ski resort be court-martialed, Marine officials said Wednesday.

Lt. Col. NCIS (b)(6), (b)(7)(C) who presided over hearings at Camp Lejeune for the four Marines involved, recommended Tuesday that Capt. NCIS (b)(6), (b)(7)(C) and Capt. NCIS (b)(6), (b)(7)(C) be prosecuted. He recommended that all charges against Capt. NCIS (b)(6), (b)(7)(C) and Capt. NCIS (b)(6), (b)(7)(C) be dismissed, officials said.

NCIS (b)(6), (b)(7)(C) submitted his findings to Lt. Gen. NCIS (b)(6), (b)(7)(C) commanding general of Marine Corps Forces Atlantic in Norfolk, Va., who will decide whether to order the courts-martial for NCIS (b)(6), (b)(7)(C).

NCIS (b)(6), (b)(7)(C) recommended that NCIS (b)(6), (b)(7)(C), be tried on charges of involuntary manslaughter, negligent homicide, damage to military property, damage to private property, and dereliction of duty.

NCIS (b)(6), (b)(7)(C) piloting the EA-6B Prowler on Feb. 3 when it clipped a gondola cable at a ski resort near Cavalese, sending 20 people in a cable car plunging to their deaths.

NCIS (b)(6), (b)(7)(C) should be tried on charges of negligent homicide, damage to military property and dereliction of duty, NCIS (b)(6), (b)(7)(C) concluded.

NCIS (b)(6), (b)(7)(C) the jet's backseat crew, should not face trial, NCIS (b)(6), (b)(7)(C) determined.

NCIS (b)(6), (b)(7)(C) that he hadn't been formally informed of the recommendation, but had heard from other sources that he faced a court-martial. "It just amazes me, the recommendation," NCIS (b)(6), (b)(7)(C) "I'm pretty down, actually."

NCIS (b)(6), (b)(7)(C) expected to announce his decision later this month. If he accepts the recommendations, the courts-martial likely will be held at Camp Lejeune, said Lt. Col. NCIS (b)(6), (b)(7)(C) spokeswoman for Marine Forces Atlantic.

Investigators have said the jet was flying too low and too fast when it hit the gondola cable, which was 370 feet above the ground. The four Marines, from Cherry Point Marine Air Station, were on temporary assignment in Aviano, Italy at the time of the accident.

GRAPHIC: Photograph; Photograph; Photograph; Cartoon; Cartoon

LANGUAGE: ENGLISH

LOAD-DATE: July 2, 1998

9TH STORY of Level 1 printed in FULL format.

Copyright 1998 Grimsby Evening Telegraph  
Grimsby Evening Telegraph

July 2, 1998

SECTION: Accidents: air, Pg.7

LENGTH: 269 words

HEADLINE: Ski resort horror pilot faces court martial

BODY:

A MILITARY judge has recommended that the pilot and navigator of a US Marine jet involved in an accident that killed 20 people at an Italian ski resort should be court-martialled, Marine officials said.

Lt Col [redacted] NCIS (b)(6), (b)(7)(C) who presided over hearings at Camp Lejeune for the four Marines involved in the incident, recommended that Capt [redacted] NCIS (b)(6), (b)(7)(C) and Capt [redacted] NCIS (b)(6), (b)(7)(C) be prosecuted. He recommended that all charges against Capt [redacted] NCIS (b)(6), (b)(7)(C) be dismissed, officials said Wednesday.

NCIS [redacted] (b)(6), (b)(7)(C) recommended that [redacted] NCIS (b)(6), (b)(7)(C) be tried on charges of involuntary manslaughter, negligent homicide, damage to military property, damage to private property, and dereliction of duty.

NCIS [redacted] (b)(6), (b)(7)(C) piloting the EA -6B Prowler on February 3 when it clipped a gondola cable at a ski resort near Cavalese, sending 20 people in a cable car plunging to their deaths.

[redacted] NCIS (b)(6), (b)(7)(C) should be tried on charges of negligent homicide, damage to military property and dereliction of duty, [redacted] NCIS (b)(6), (b)(7)(C) concluded.

[redacted] NCIS (b)(6), (b)(7)(C) the jet's back seat crew, should not face trial, [redacted] NCIS (b)(6), (b)(7)(C) determined.

NCIS [redacted] (b)(6), (b)(7)(C) The Associated Press yesterday that he hadn't been formally informed of the recommendation but had heard from other sources he faced a court-martial.

"It just amazes me, the recommendation [redacted] NCIS (b)(6), (b)(7)(C) in a telephone interview. "I'm pretty down, actually."

NCIS [redacted] (b)(6), (b)(7)(C) expected to announce his decision later this month. If he accepts the recommendations, the courts-martial likely would be held at Camp Lejeune.

LANGUAGE: English

LOAD-DATE: July 3, 1998

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: INTERVIEW OF CAPTAIN [REDACTED] (b)(6), (b)(7)(C)

On 20Jan99, Captain [REDACTED] (b)(6), (b)(7)(C) was interviewed at NCISFO Carolinas, Camp Lejeune, NC (CLNC) regarding the USMC EA6B Prowler mishap which occurred on 03Feb98, near Cavalese, Italy. [REDACTED] (b)(6), (b)(7)(C) was a member of the USMC aircrew involved in the mishap. [REDACTED] (b)(6), (b)(7)(C) was granted testimonial immunity on 28Dec98 by LTGEN [REDACTED] (b)(6), (b)(7)(C) USMC, Commander, Marine Corps Forces Atlantic (MARFORLANT), Norfolk, VA, enclosure (1) pertains. During this interview, [REDACTED] (b)(6), (b)(7)(C) assigned military defense counsel, Major [REDACTED] (b)(6), (b)(7)(C) from Parris Island, SC monitored via a speaker-phone. The entire interview on [REDACTED] (b)(6), (b)(7)(C) was recorded and transcribed by SGT [REDACTED] (b)(6), (b)(7)(C) a court reporter assigned to LSSS, 2DFSSG, CLNC. Also present was Major [REDACTED] (b)(6), (b)(7)(C) one of the trial counsel assigned to this case. Reporting Agent and Major [REDACTED] (b)(6), (b)(7)(C) covered various topics relative to the mishap during the interview of [REDACTED] (b)(6), (b)(7)(C). The complete transcribed interview is appended as enclosure (2).

## ENCLOSURES:

- (1). Grant of Testimonial Immunity [REDACTED] (b)(6), (b)(7)(C) 28 Dec 98
- (2). Verbatim transcript (84 pages)/NCIS interview [REDACTED] (b)(6), (b)(7)(C) 20 Jan 99

REPORTED BY: [REDACTED] (b)(6), (b)(7)(C)  
OFFICE: NCISFO EUROPE, NAPLES, ITALY  
DATE TYPED: 03FEB99

WARNING

EXHIBIT (263)

Pages 1830 through 1911 redacted for the following reasons:

-----  
Enclosures (1 and 2) to Exhibit (263): Referred to the Commanding Officer, Joint Law Center

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION:

NCIS (b)(6), (b)(7)(C)

On 27Jan99, Reporting Agent (RA) drove to NCIS (b)(6), (b)(7)(C)  
NCIS (b)(6), (b)(7)(C) This address is located within a  
shopping center called "The Center Rancho Niguel". There was no  
business located in this shopping center called Confusion  
Snowboards, allegedly owned by NCIS (b)(6), (b)(7)(C) No other  
pertinent information was obtained.

REPORTED BY: NCIS (b)(6), (b)(7)(C)  
OFFICE: NCISRA EL TORO, CA  
DATE TYPED: 28Jan99

DOC: GAB6.IA

~~EXHIBIT~~

WARNING EXHIBIT (264)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: AFIP MEDICAL EXAMINER AUTOPSY REPORT REVIEW

On 30JAN99, [REDACTED] NCIS (b)(6), (b)(7)(C) LTCOL, USAF, MC, FS, Chief Deputy Medical Examiner, Department of Defense Armed Forces Institute of Pathology, Washington, DC provided results of autopsy reviews of 20 examinations performed by the Italian authorities in Cavalese, Italy. Enclosures (1) and (2) provide details.

## ENCLOSURES:

(1) MEMORANDUM FROM AFIP MEDICAL EXAMINER/29JAN99

(2) MEMORANDUM FROM AFIP MEDICAL EXAMINER WITH 20 AUTOPSY REPORTS/20OCT98

REPORTED BY:  
OFFICE:

[REDACTED] NCIS (b)(6), (b)(7)(C)

NCISFO CAROLINAS, CAMP LEJEUNE, NC

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

Pages 1914 through 1954 redacted for the following reasons:

-----  
Enclosures (1 - 2) to Exhibit (265): Referred to the Armed Forces Medical Examiners System

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: ACQUISITION OF EVIDENCE

On 02Feb99, Reporting Agent (RA) and Participating Agent (PA) NCIS (b)(6), (b)(7)(C) contacted LTC NCIS (b)(6), (b)(7)(C) Commanding Officer, VMAQ-2, Marine Corps Air Station (MCAS) Cherry Point, NC (CPNC) NCIS (b)(6), (b)(7)(C) asked to provide squadron flight schedules along with Operations Duty Officer (ODO) master/corrected flight schedules for the period 01Nov97 thru 31Mar98. These schedules were seized and taken to the NCIS office located at CPNC for review. After review, RA and PA seized various dates from both the flight schedule and ODO master/corrected schedules for the months involved. Only those originals which may have been considered relevant to this investigation were seized. Two photocopies of each seized item were made. One copy was placed back in the folders for VMAQ-2, and one copy was placed in a working file copy for NCIS and Trial Counsels use. Original copies from Nov97, Dec97, Jan98, and Feb98 were logged into the NCISFO Carolinas Evidence Custody System respectively under log numbers 060-99, 061-99, 058-99, and 059-99. No schedules were seized from Mar98.

Participating Agent

NCIS (b)(6), (b)(7)(C) SA, NCISFO Europe, Naples, Italy

REPORTED BY: NCIS (b)(6), (b)(7)(C)  
OFFICE: NCISFO Carolinas, Camp Lejeune, NC  
DATE TYPED: 05FEB99

WARNING

EXHIBIT (266)

SERVICE

001955  
PAGE 1 OF 1

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE

CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: INTERVIEW OF CAPT [REDACTED] (b)(6), (b)(7)(C)

On 05Feb99, [REDACTED] NCIS (b)(6), (b)(7)(C) CAPT USMC, MAWTS-1, MCAS Yuma, Az, was interviewed regarding his knowledge of low level flight routes near Aviano, Italy. [REDACTED] NCIS (b)(6), (b)(7)(C) stated he has been stationed at Aviano AFB on three separate six-month deployments; Jun93 - Jan93, Mar95 - Oct95, and Sep96 - Feb97. He related that on the first two deployments, his Squadron, VMFA-533 MCAS Beaufort, SC, was so busy with operations in Bosnia that there was no time for training. However, on the third deployment, they did have time for training. [REDACTED] NCIS (b)(6), (b)(7)(C) was assigned as the pilot training officer. The Squadron had a need for low level training. [REDACTED] NCIS (b)(6), (b)(7)(C) asked base scheduling for training routes and was told he would have to get approval through Air Force Wing Scheduling.

[REDACTED] NCIS (b)(6), (b)(7)(C) related he was given four or five low level training routes which were already certified by the Air Force. He related permanent Squadrons were allowed to fly more routes, however, transient Squadrons were only allowed three or four routes. [REDACTED] NCIS (b)(6), (b)(7)(C) said that as the Training Officer and one of the senior pilots in the Squadron, he flew one of the routes both at day and at night to familiarize himself with the route so he would be able to brief the Squadron pilots. He did not recall the number of the route he flew and stated he left all of the maps and notes behind for other Squadrons.

[REDACTED] NCIS (b)(6), (b)(7)(C) described the route as starting to the Northeast of the base, heading West for a good distance, then South over a lake to flat land, then turning around back to the North, back over the lake and then to the right ending the route, as by then they would be low on fuel.

[REDACTED] NCIS (b)(6), (b)(7)(C) stated the only restrictions he recalled were to remain a couple of thousand feet from snow covered peaks to avoid causing an avalanche and the guidance they always followed, to avoid populated areas. He stated he did not recall any gondola cables or ski resorts on the route. The only ski resort he recalled was just to the North of the base.

[REDACTED] NCIS (b)(6), (b)(7)(C) related he was contacted by a Marine Corps prosecutor about one year ago relative to this investigation. However, he never did actually talk to him as they kept missing one another's calls.

[REDACTED] NCIS (b)(6), (b)(7)(C) said he was willing to cooperate in any way relative to this investigation.

## BIOGRAPHICAL DATA

EMPLOYMENT: F-18 SHOP, MAWTS-1, MCAS YUMA, AZ

SSN:

[REDACTED] NCIS (b)(6), (b)(7)(C)

DOB:

WARNING

EXHIBIT (267)

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

**TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS**

**CCN: 15APR98-0023-0036-7HMS**

**POB: SAN DIEGO, CA**

**REPORTED BY: [REDACTED]**  
**OFFICE: NCISRA YUMA, AZ**

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 13



**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIAL  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 14



## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 15



## WARNING

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 16



## WARNING

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 17



## WARNING

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 18



## WARNING

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 19



## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 20



## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

ENCLOSURE 21



## WARNING

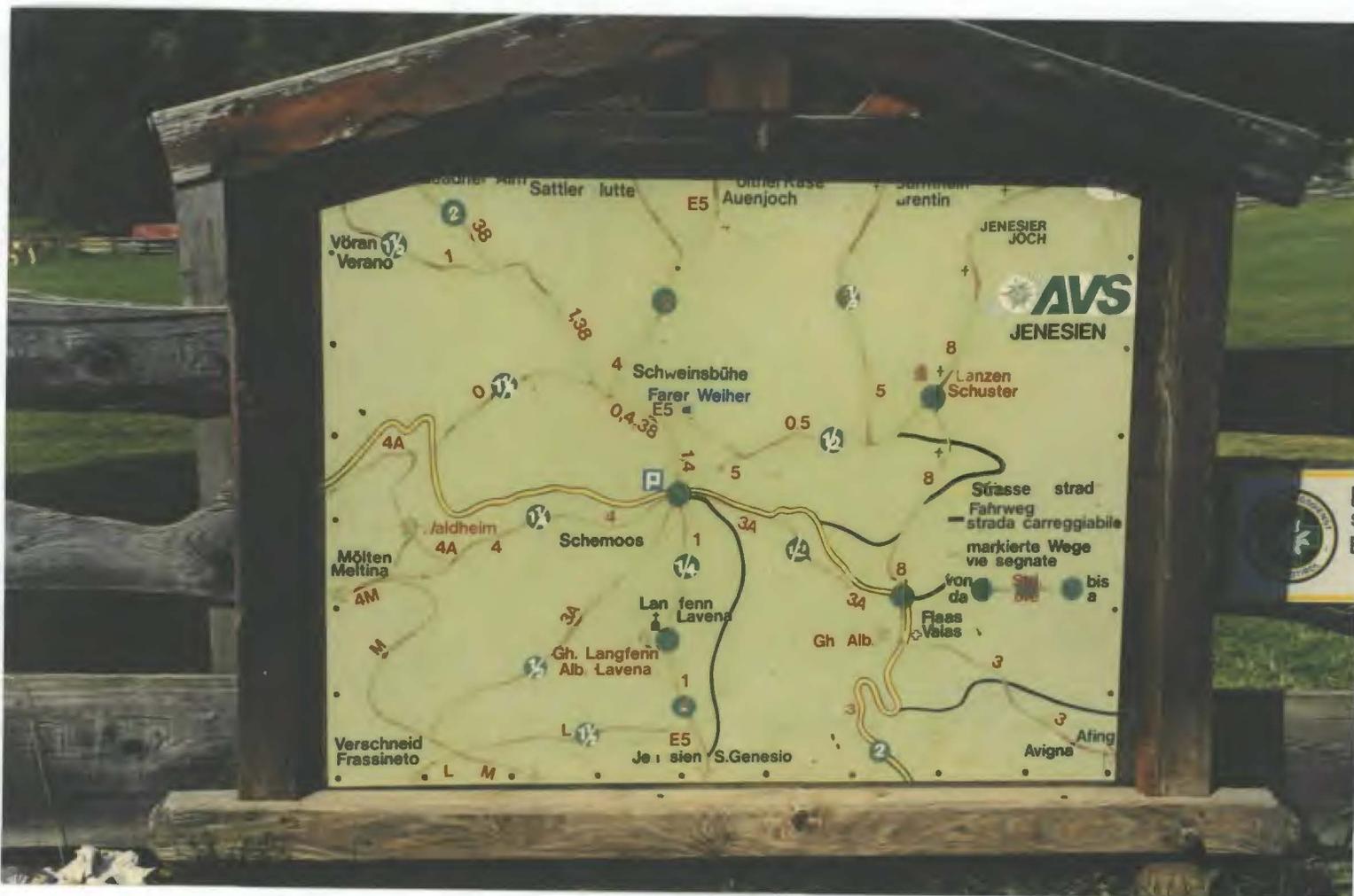
THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

ENCLOSURE 22



## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 24



## WARNING

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 25



## WARNING

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 26



## WARNING

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 27



## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 28



## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

ENCLOSURE 29



### WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE. CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 30



#### WARNING

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.**

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

ENCLOSURE 31



## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY (S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

## INVESTIGATIVE ACTION: CONTACT WITH WITNESSES

On 12 and 13 Oct 98, reporting agent telephonically contacted the following Italian witnesses in an effort to confirm pre-deposition interview dates and also to encourage cooperation with defense attorneys in the interests of justice:

<u>Name</u>	<u>COMMENTS</u>
1. [REDACTED] NCIS (b)(6), (b)(7)(C)	NCIS [REDACTED] (b)(6), (b)(7)(C) [REDACTED] [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] [REDACTED] NCIS (b)(6), (b)(7)(C)
2. [REDACTED] NCIS (b)(6), (b)(7)(C)	witness answered. Had received letter from [REDACTED] NCIS (b)(6), (b)(7)(C) Stated he was not available for the date the meeting was set on. Also stated that he would not travel to the United States for testimony unless it was absolutely necessary.
3. [REDACTED] NCIS (b)(6), (b)(7)(C)	witness answered. Stated he was scheduled for a school the same date the appointment was set with Defense.
4. [REDACTED] NCIS (b)(6), (b)(7)(C)	witness answered. Stated he is a police officer and had duty the same day appointment had been set by Defense. Stated he called [REDACTED] NCIS (b)(6), (b)(7)(C) and they said there was no problem if he couldn't make the appointment.
5. [REDACTED] NCIS (b)(6), (b)(7)(C)	witness answered. Stated that he had a business appointment that day and the letter stated that his going to the meeting was completely voluntary therefore he chose not to break his previous appointments.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

6. [REDACTED] NCIS (b)(6), (b)(7)(C)

witness answered. Stated that he was very upset by the continuous demands on his person to testify. Stated that he will no longer cooperate unless ordered to do so by the Italian law. Added that he believed he had little to provide in support of the investigation because he was very far away from the site of the crash.

7. [REDACTED] NCIS (b)(6), (b)(7)(C)

witness answered. Stated that he received the letter from Defense, but his employer would not have authorized time off for the meeting. He therefore chose not to go.

8. [REDACTED] NCIS (b)(6), (b)(7)(C)

witness answered. He received the letter from Defense. Stated he was on a business trip and could not make the appointment.

9. [REDACTED] NCIS (b)(6), (b)(7)(C)

witness answered. Stated he did not go to the meeting with Defense upon advice from [REDACTED] NCIS (b)(6), (b)(7)(C) who believed it would be improper to discuss matters with the Defense.

10. [REDACTED] NCIS (b)(6), (b)(7)(C)

[REDACTED] NCIS (b)(6), (b)(7)(C) answered. Stated [REDACTED] NCIS (b)(6), (b)(7)(C) had received the letter from Defense, but had not made the meeting because of a prior business engagement.

11. [REDACTED] NCIS (b)(6), (b)(7)(C)

witness answered. Stated that she owns her own business and that she couldn't leave it for the meeting with Defense.

12. [REDACTED] NCIS (b)(6), (b)(7)(C)

witness answered. Stated she has a serious [REDACTED] NCIS (b)(6), (b)(7)(C) problem, [REDACTED] NCIS (b)(6), (b)(7)(C). She added that she was also going to seek exoneration from deposition in Trento.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

13. [REDACTED] not contacted because present at the appointment set up by Defense.
14. [REDACTED] not contacted because present at the appointment set up by Defense.
15. [REDACTED] not contacted because present at the appointment set up by Defense.
16. [REDACTED] not contacted because present at the appointment set up by Defense.
17. [REDACTED] [REDACTED] answered. Stated that [REDACTED] couldn't get a day off from work to appear at Defense's request.
18. [REDACTED] witness answered. Stated that he received the letter from Defense and that because of all the requests for his presence he chose not to go to Defense's appointment. Also stated that he was aggravated over the continuous requests for his testimony.
19. [REDACTED] Called witness at work. Stated that he could not take a day off from work to go to Defense's meeting.
20. [REDACTED] spoke to witness. Stated that he received the letter from Defense. He spoke to his lawyer and was advised that it would have been better not to speak to Defense and wait until the formal deposition with Judge [REDACTED]

## WARNING

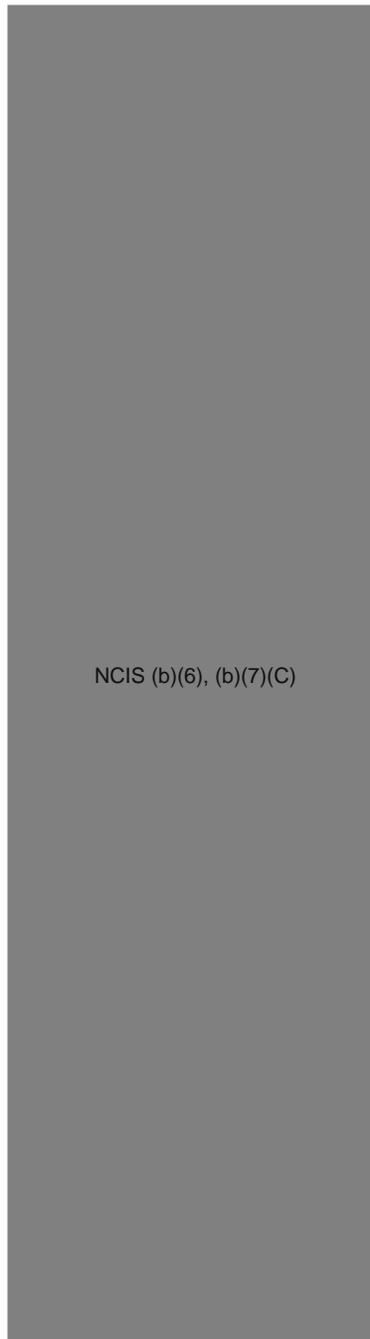
THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE  
ACCESS HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED  
WITHOUT THE SPECIFIC AUTHORIZATION FROM THE NAVAL CRIMINAL  
INVESTIGATIVE SERVICE

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

The following names of witnesses were unable to be contacted due to lack of identifying data:



NCIS (b)(6), (b)(7)(C)

#### WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE  
ACCESS HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED  
WITHOUT THE SPECIFIC AUTHORIZATION FROM THE NAVAL CRIMINAL  
INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

REPORTED BY: NCIS (b)(6), (b)(7)(C)

OFFICE: NCISFO EUROPE

DATE: 14 Oct 1998

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE  
ACCESS HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED  
WITHOUT THE SPECIFIC AUTHORIZATION FROM THE NAVAL CRIMINAL  
INVESTIGATIVE SERVICE

Pages 1981 through 1993 redacted for the following reasons:

-----  
Duplicate copy of page (1729)  
Duplicate copy of page (1730)  
Duplicate copy of page (1731)  
Duplicate copy of page (1732)  
Duplicate copy of page (1733)  
Duplicate copy of page (1734)  
Duplicate copy of page (1735)  
Duplicate copy of page (1736)  
Duplicate copy of page (1737)  
Duplicate copy of page (1738)  
Duplicate copy of page (1859)  
Duplicate copy of page (1861)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFOLRANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

**INVESTIGATIVE ACTION:** RESULTS OF WITNESS MAP LOCATIONS

On 27OCT98, the map locations for Witnesses to the Marine Jet fly over on 03FEB98, were plotted on a map for the Luson, Italy, area. The below numbers corresponding with the witness last names, were placed on the map (1:25,000 scale), depicting the approximate location of the witness where he/she observed, or heard the marine jet fly by.

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.

NCIS (b)(6), (b)(7)(C)

Enclosure

1. 1:25,000 map for the Luson, Italy area

Participating agent

NCIS (b)(6), (b)(7)(C) OS, NCISRU La Maddalena, Italy

Reporting Agent: NCIS (b)(6), (b)(7)(C)

Office: NCISFO Naples, Italy

EXHIBIT (28)

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HEREOF. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.



# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFOLRANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

**INVESTIGATIVE ACTION:** RESULTS OF GPS

On 27OCT98 Reporting Agent took the Global Positioning System (GPS ) points for the following locations utilizing a Magellan 4000 XL system loaded with the WGS84 Datum.

- (1) Ski slope identified by witnesses [REDACTED] NCIS (b)(6), (b)(7)(C) and  
[REDACTED] NCIS (b)(6), (b)(7)(C)

46\*44.55N  
011\*46.38E  
3400-3600 Ft (elevation)  
11:08:47 (time)

- (2) Church at the town of Luson, Italy

46\*44.82N  
011\*45.68E  
3400-3600 Ft  
11:46:10

- (3) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)

46\* 44.73N  
011\*45.58E  
3480 Ft (approx.)  
12:23:04

- (4) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)

46\*45.57N  
011\*43.31E  
3400-3450 Ft  
15:05:18

- (5) Bridge next to residence of [REDACTED] NCIS (b)(6), (b)(7)(C)  
[REDACTED] NCIS (b)(6), (b)(7)(C)

46\*45.22N  
011\*43.93E  
2450-2650 Ft  
15:28:39

EXHIBIT (21)

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

(6) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)

46\*45.02N  
011\*44.67E  
2700-3000 Ft  
16:01:05

(7) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)

46\*45.33N  
011\*44.13E  
3100-3200 Ft  
16:29:45

(8) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)

46\*45.40N  
011\*43.23E  
2800-2950 Ft  
16:54:07

Reporting Agent: [REDACTED] NCIS (b)(6), (b)(7)(C)

Office: NCISFO Naples, Italy

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HEREOF. CONTENTS MAY BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFOLRANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

**INVESTIGATIVE ACTION:** RESULTS OF VIDEO COVERAGE

On 27OCT98, Reporting Agent provided video coverage utilizing a 8mm camera of the surrounding area from the following locations.

- (1) Ski slope area outside of Luson, Italy, where witnesses [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C) observed the Marine Prowler jet.
- (2) Church located in the town center of Luson, Italy
- (3) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)
- (4) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)
- (5) Bridge next to residence of [REDACTED] NCIS (b)(6), (b)(7)(C)
- (6) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)
- (7) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)
- (8) Residence of [REDACTED] NCIS (b)(6), (b)(7)(C)

Enclosure

- (1) VHS video copy of 8mm tape

Reporting Agent: [REDACTED] NCIS (b)(6), (b)(7)(C)

Office: NCISFO Naples, Italy

WARNING

EXHIBIT (30)

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS/I  
**CCN:** 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: RESULTS OF PHOTOGRAPHIC COVERAGE

On 27OCT98, as a result of lead tasking as set forth by Trial Counsel related to above cited investigation, reporting agent conducted photographic coverage of various sites and witnesses residing along aircraft route AV047. Photographic coverage of these witnesses was conducted as a result of information provided by Mr. Josef STAMPFLE, son of one of the victims of this investigation, who provided information indicating their were person(s) residing in the Bresanone, Luson area of Italy, along aircraft route AV047, who also viewed mishap aircraft flying at low levels on 03FEB98. On this date all photographs were taken with a Nikon brand, model FM2, 35 mm camera, utilizing a 50 mm lens, available light and Kodak Gold 100 ASA film. The weather conditions on this date were partly sunny.

Shot #	F Stop	Photograph Depicted
1	16	Test shot
2	5.6	Vehicle and license plate of witness NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C)
3	5.6	Restaurant/Bar located near ski resort-Luson
4	11	Panoramic scenery of area near ski resort-Luson
5	8	Witness NCIS (b)(6), (b)(7)(C) being interviewed-Luson
6	8	Witness NCIS (b)(6), (b)(7)(C) being interviewed-Luson
7	8	Witness NCIS (b)(6), (b)(7)(C) being interviewed-Luson
8	8	Ski lift and nearby residences-Luson

1

#### WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

Page of 1

EXHIBIT (31)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

9	5.6	Panoramic scenery of area near ski resort-Luson
10	16	Church located in center of Luson
11	16	Church located in center of Luson
12	16	Priest being interviewed-Luson
13	11	Luson valley from Church-Luson
14	11	Map of Luson valley
15	11	Map of Luson valley
16	8	Map of Luson valley
17	8	Church located in center of Luson
18	11	House located on hillside in Luson valley
19	4	NCIS (b)(6), (b)(7)(C)
20	8	witness NCIS (b)(6), (b)(7)(C) pointing to house
21	5.6	house on hillside from NCIS (b)(6), (b)(7)(C) residence
22	5.6	Luson valley from NCIS (b)(6), (b)(7)(C) residence
23	5.6	NCIS (b)(6), (b)(7)(C) residence
24	5.6	Witness NCIS (b)(6), (b)(7)(C)

The following are additional photographs taken on 27OCT98, under the same pretenses as cited above. All photographs were taken with a Nikon brand, model FM2, 35 mm camera, utilizing a 50 mm lens, available light and Kodak Gold 400 ASA film. The weather conditions again on this date were partly sunny conditions, though as it became later in the day, sunlight diminished due to mountainous terrain.

2

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.







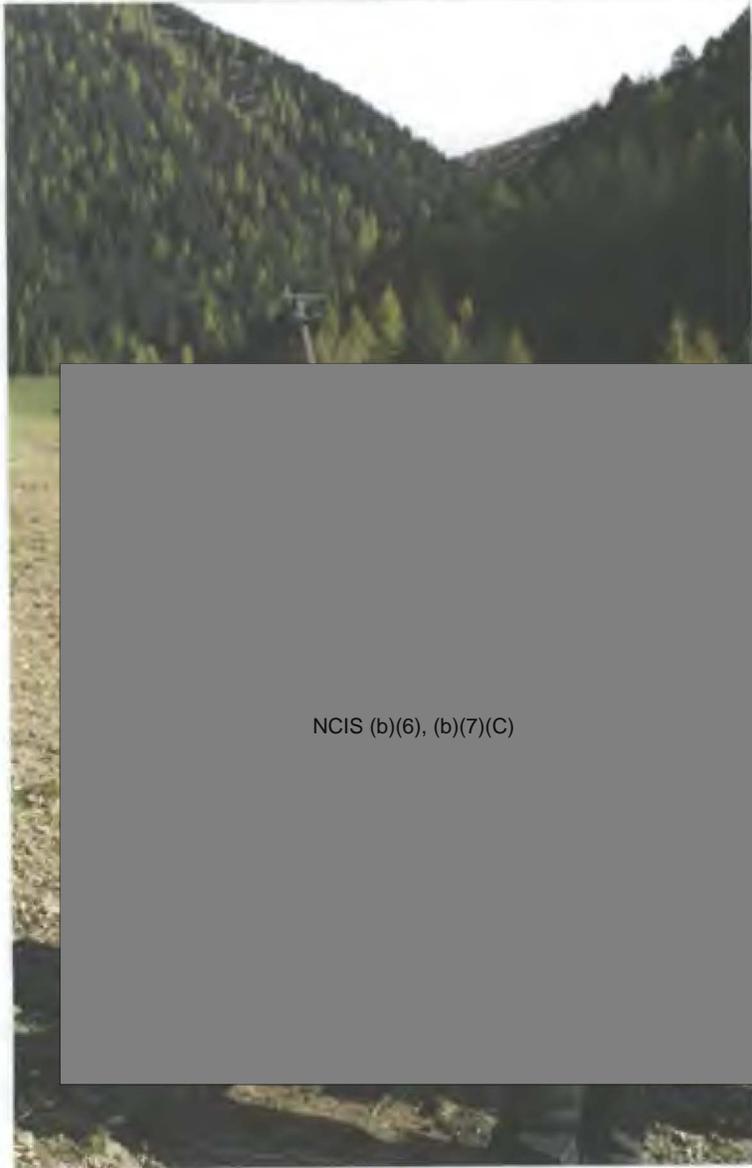


Shot # 4

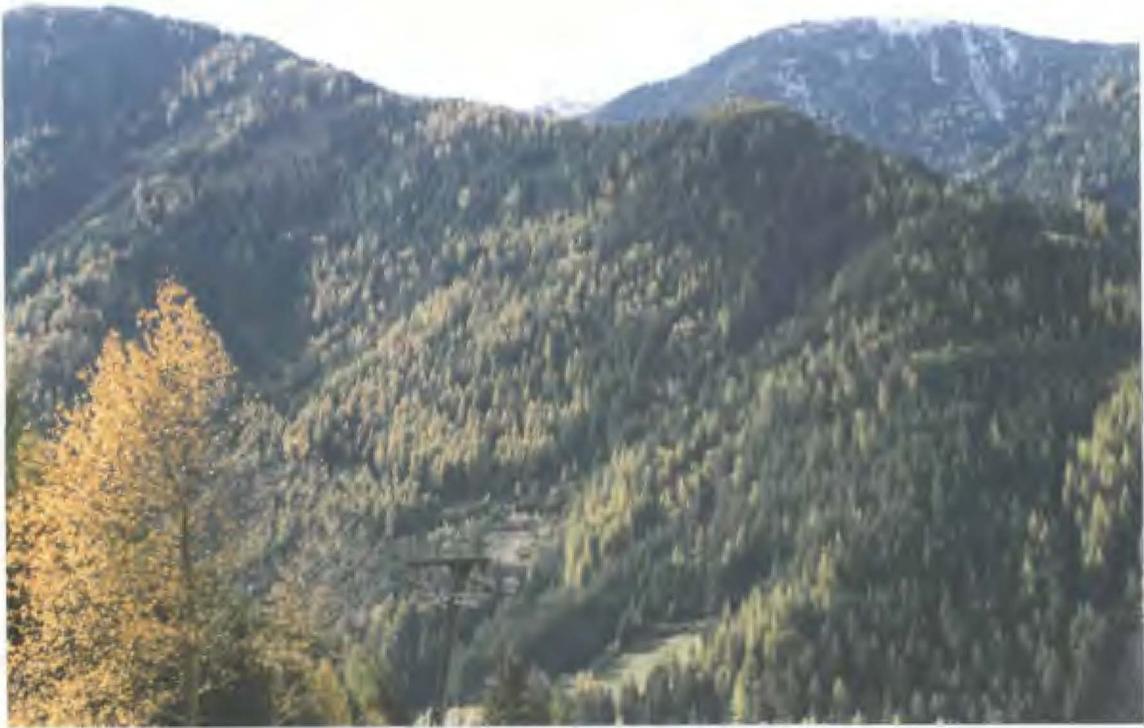
002004

Shot # 5

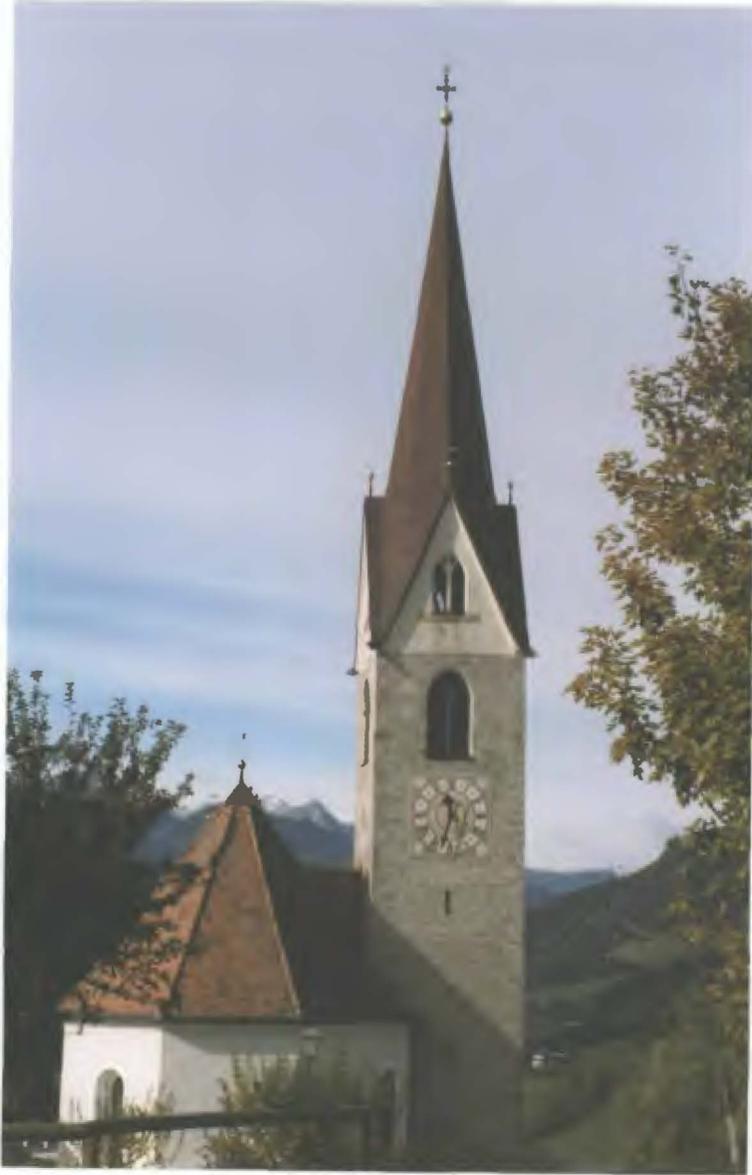


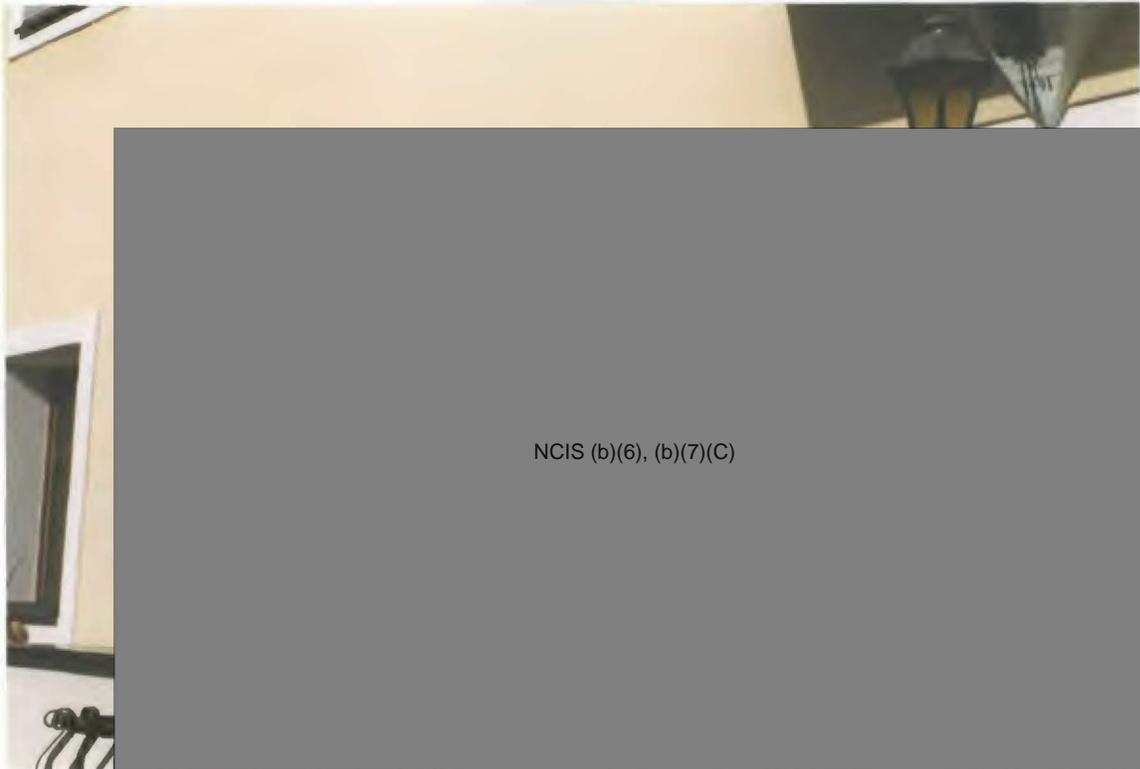




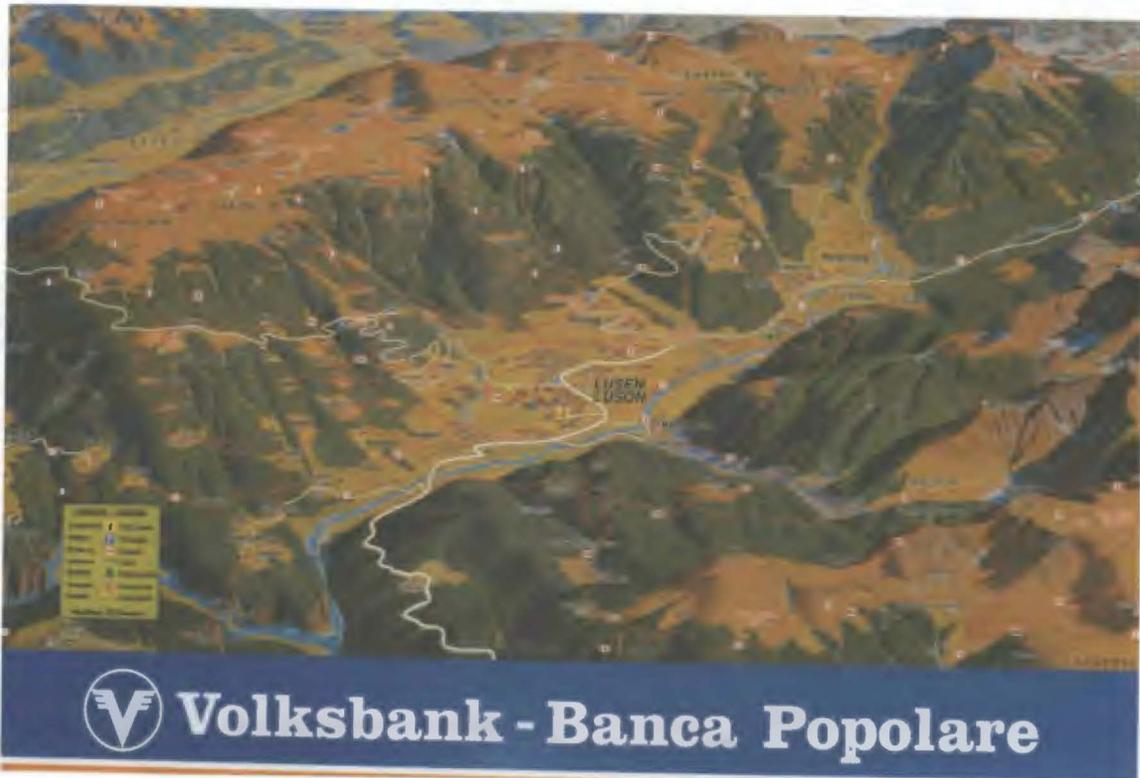














**Volksbank - Banca Popolare**







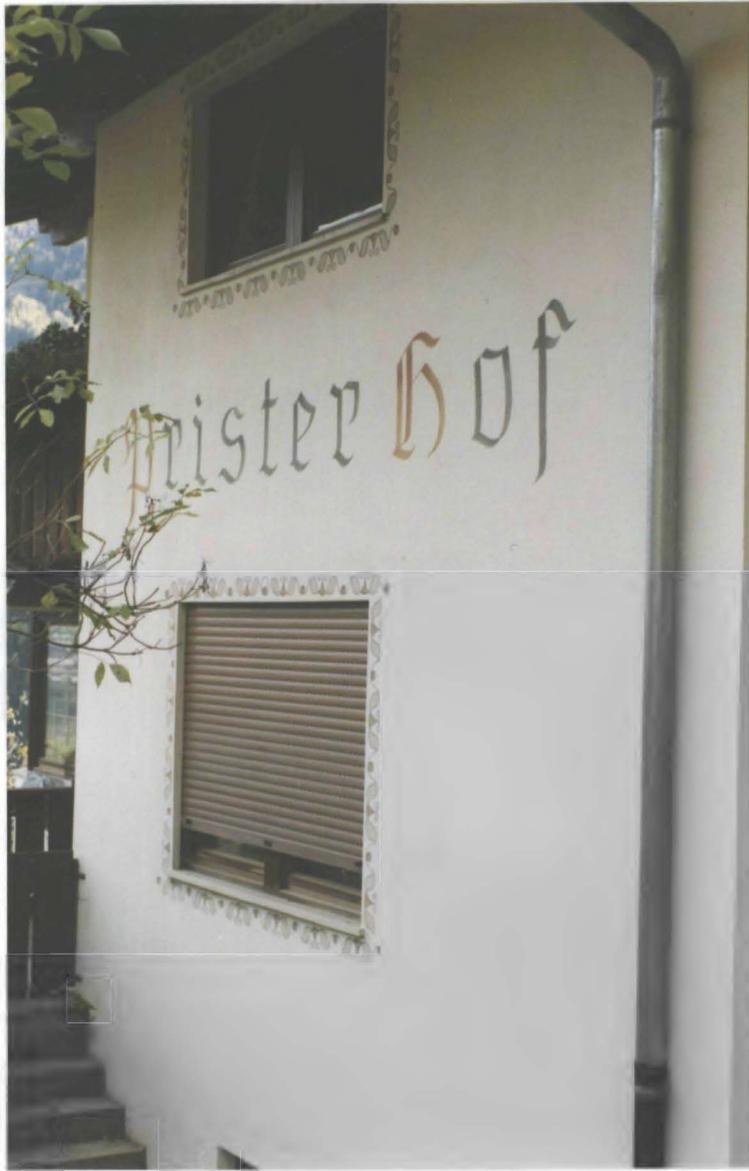
NCIS (b)(6), (b)(7)(C)



NCIS (b)(6), (b)(7)(C)









NCIS (b)(6), (b)(7)(C)

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

Shot #	F stop	Photograph Depicted
1	5.6	Witness [REDACTED] being interviewed-Luson
2	5.6	Witness [REDACTED] being interviewed-Luson
3	4	Witness [REDACTED] being interviewed with trees in background-Luson
4	4	[REDACTED] property with tree line and stream in background
5	4	[REDACTED] property with tree line and stream in background
6	5.6	[REDACTED] property with tree line and stream in background
7	2.8	[REDACTED] residence from Luson valley
8	4	Tree line/Wires near [REDACTED] residence from Luson valley
9	2.8	[REDACTED] residence from Luson valley
10	5.6	Tree line/Wires near [REDACTED] residence from Luson valley
11	4	Tree line near [REDACTED] residence from Luson valley
12	4	NIEDERMOARHOF residence-Luson
13	1.8	NIEDERMOARHOF residence window-Luson
14	1.8	NIEDERMOARHOF residence window-Luson
15	1.8	Pole in front of NIEDERMOARHOF residence

3

#### WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE. CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO. CONTENTS MAY BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

16	4	Pole in front of NIEDERMOARHOF residence
17	4	Pole in front of NIEDERMOARHOF residence
18	8	Witness [REDACTED] being interviewed-Luson
19	4	Witness [REDACTED] with residence in background-Luson
20	1.8	[REDACTED] residence-Luson
21	1.8	Tree line near [REDACTED] residence-Luson
22	2.8	View of Luson valley
23	1.8	Witness [REDACTED] residence-Luson [REDACTED] NCIS (b)(6), (b)(7)(C)
24	1.8	Witness [REDACTED] residence-Luson

## Enclosures

- (1) One (1) Photographic Log Sheet to include photographs numbered one (1) through twenty-four (24)/27OCT98.
- (2) One (1) Photographic Log Sheet to include photographs numbered one (1) through twenty-four (24)/27OCT98

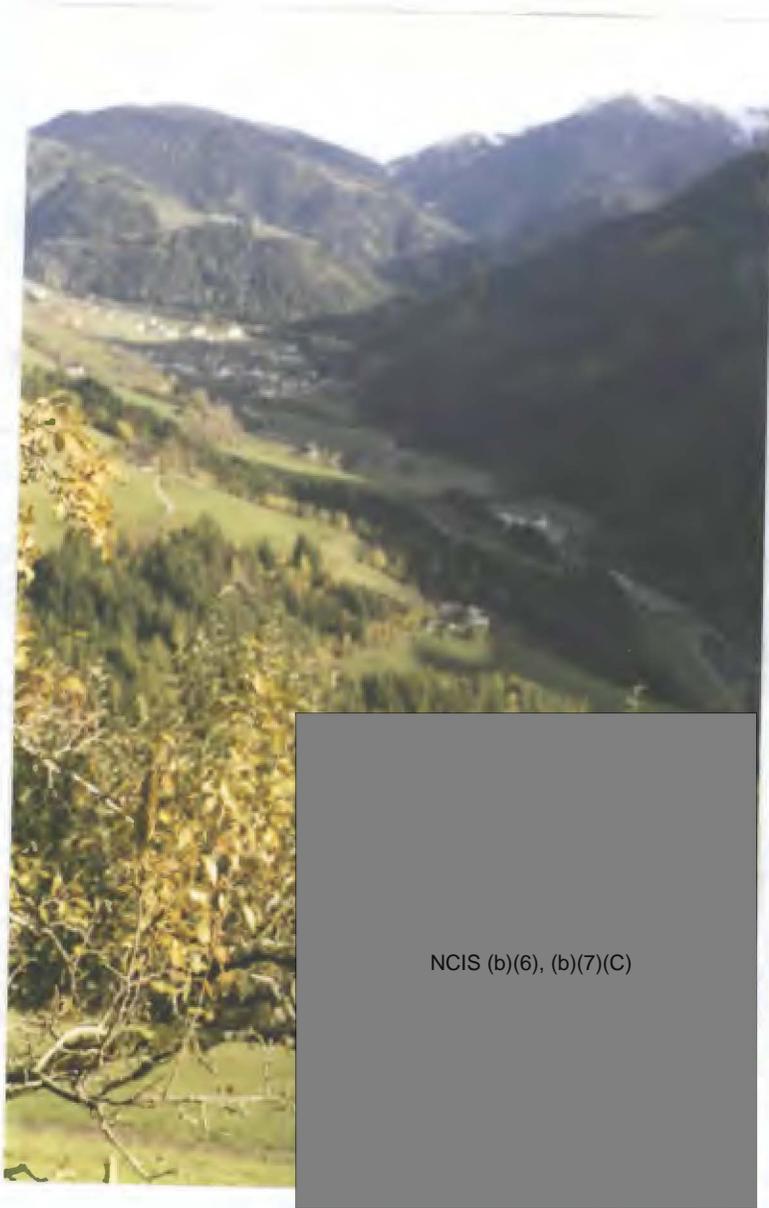
**AGENT'S NOTE: Original enclosures were forwarded to Trial Counsel, Camp LeJeune, NC, as related to this investigation. Due to expeditious reasons, the enclosures to this report were not photocopied prior to being forwarded.**

Reporting Agent: [REDACTED] NCIS (b)(6), (b)(7)(C)  
Reporting Office: NCISFO Europe, Naples, IT

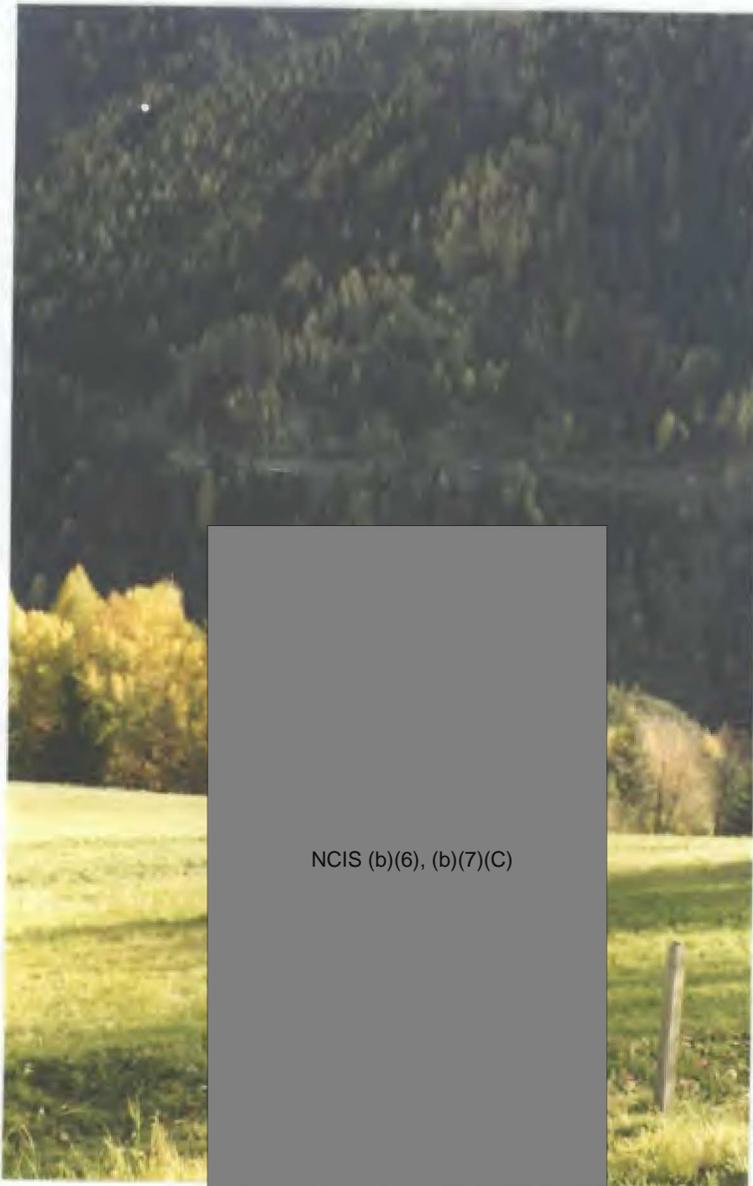
4

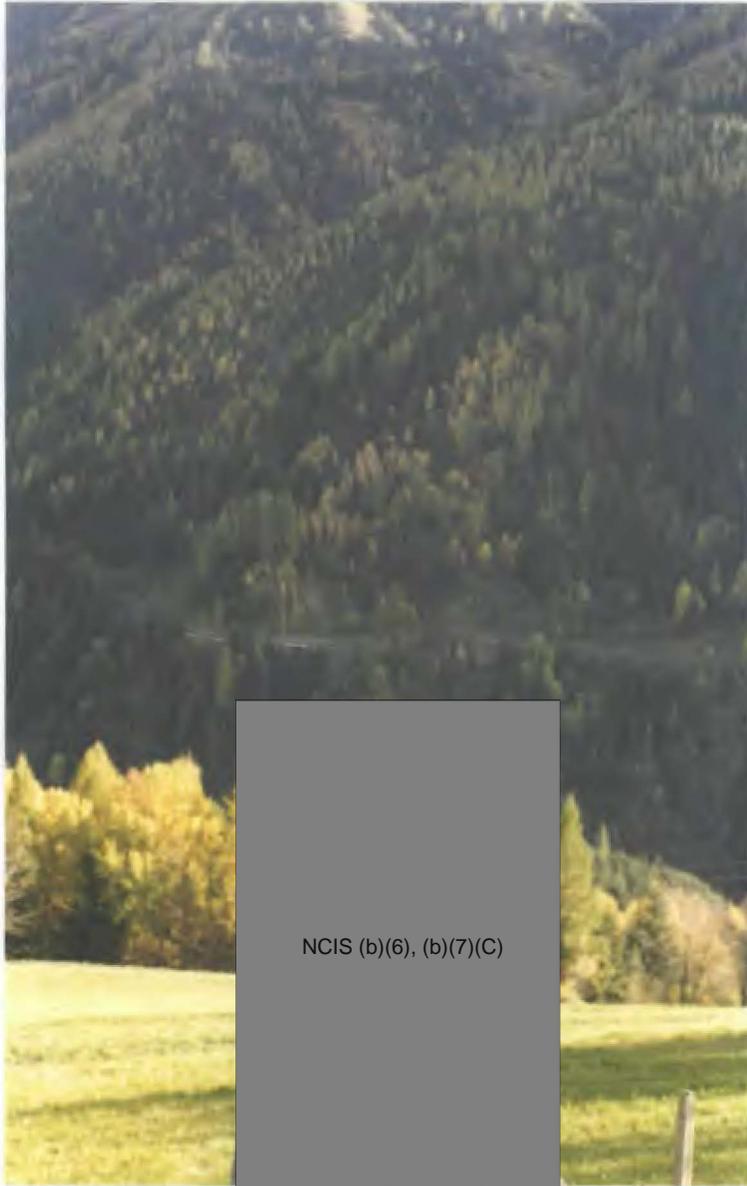
### WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

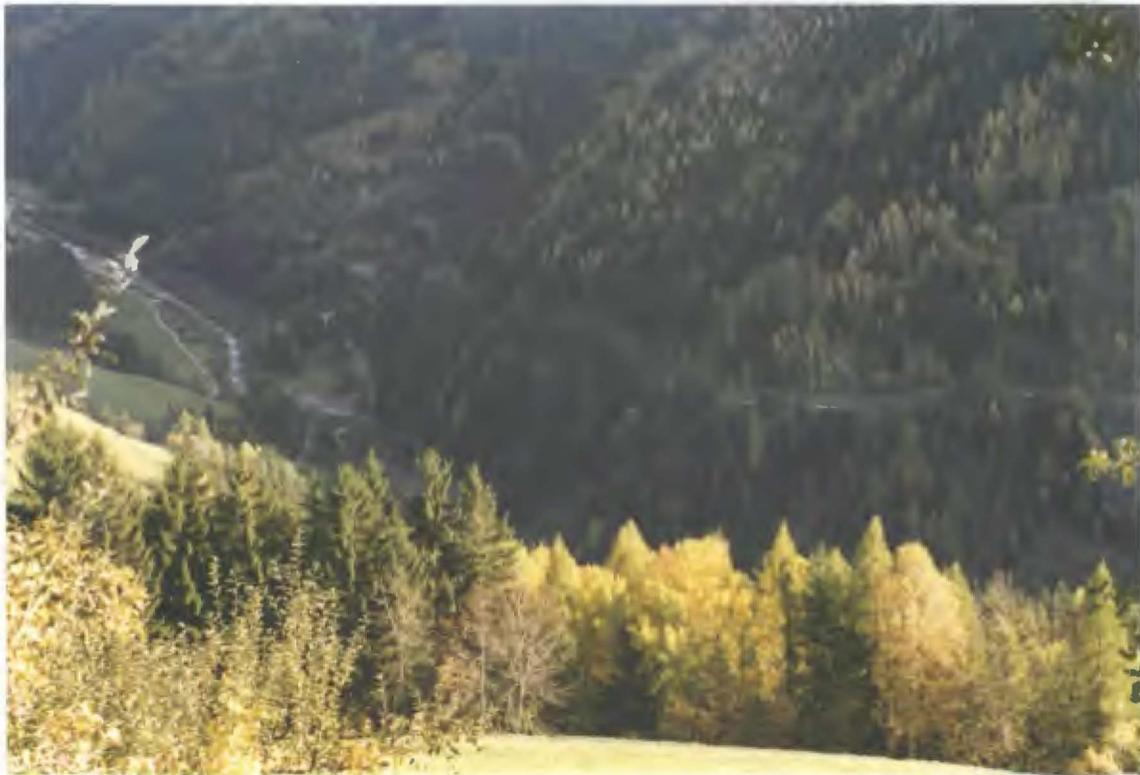


NCIS (b)(6), (b)(7)(C)





NCIS (b)(6), (b)(7)(C)









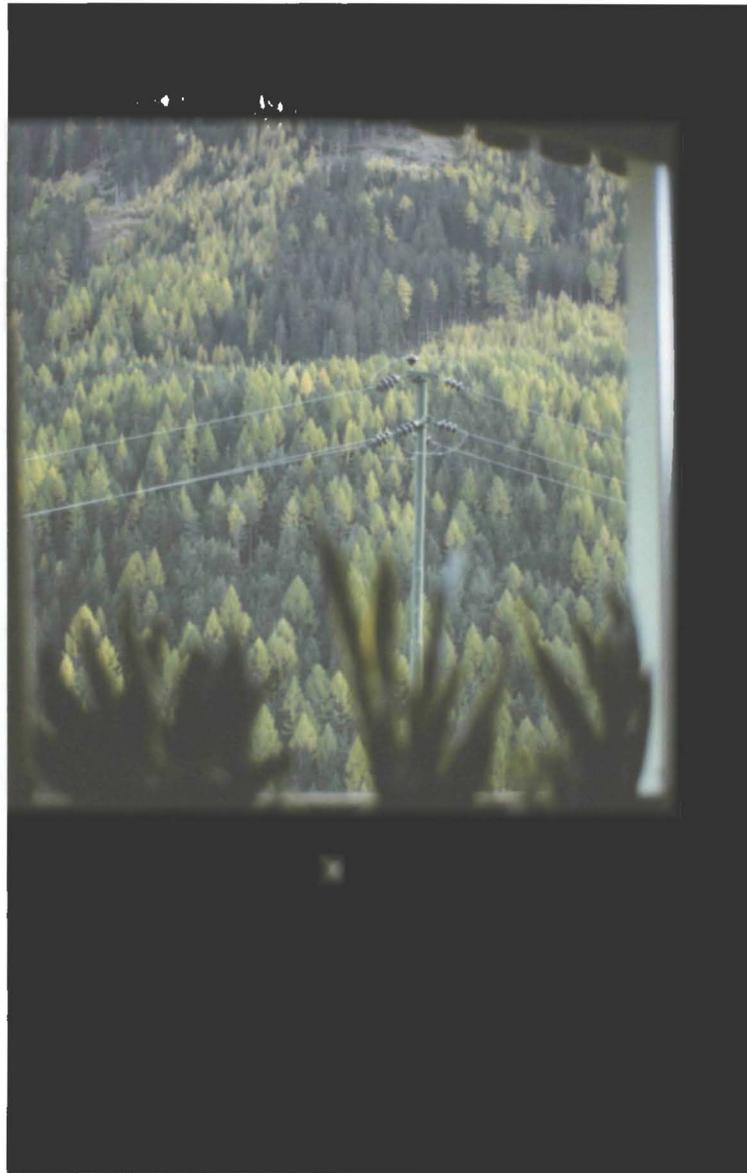








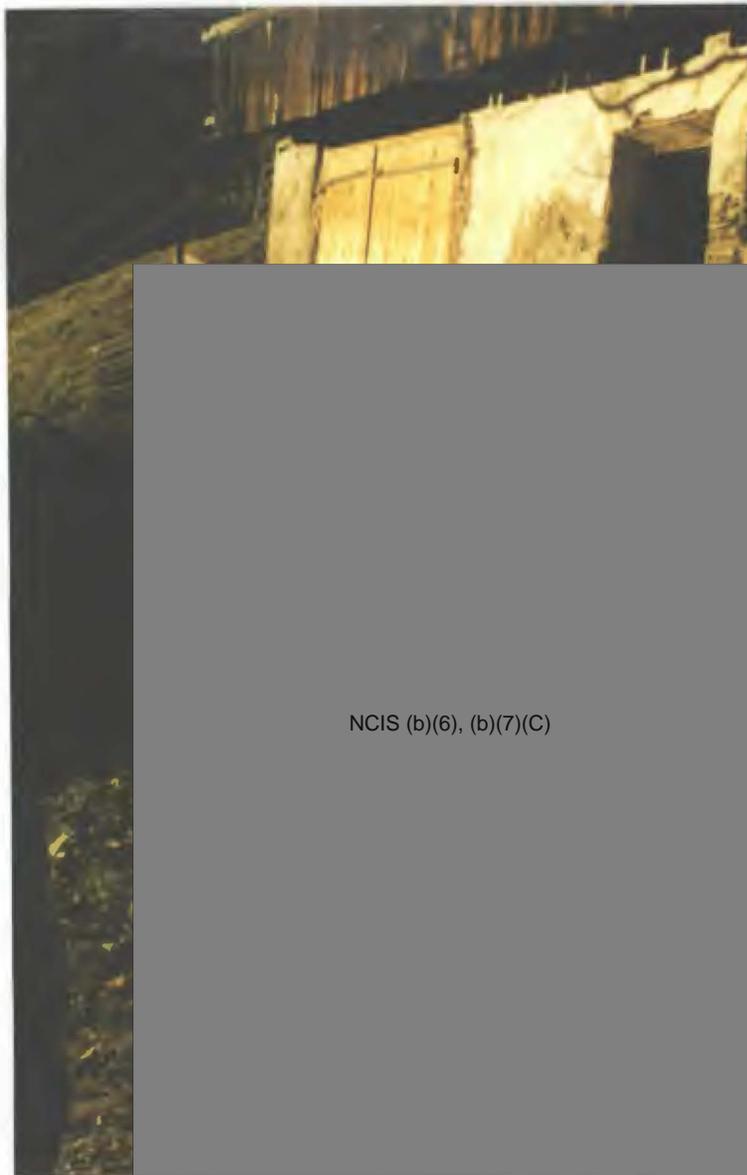


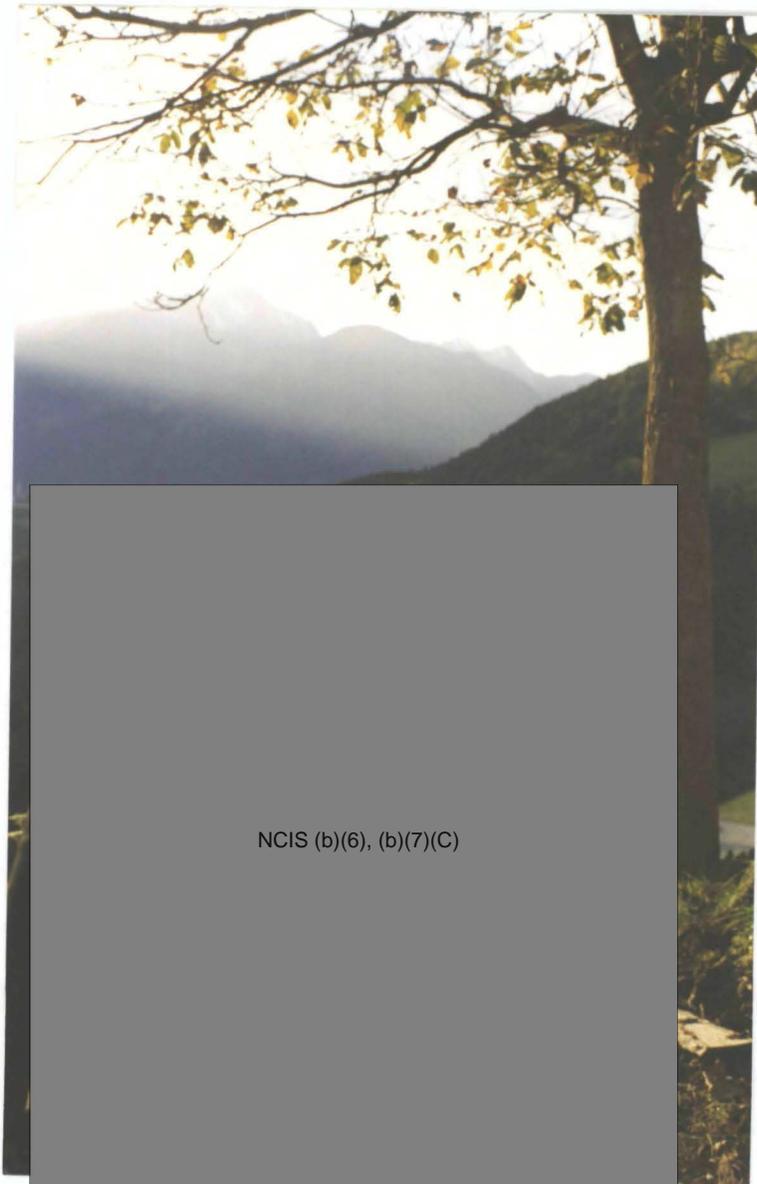




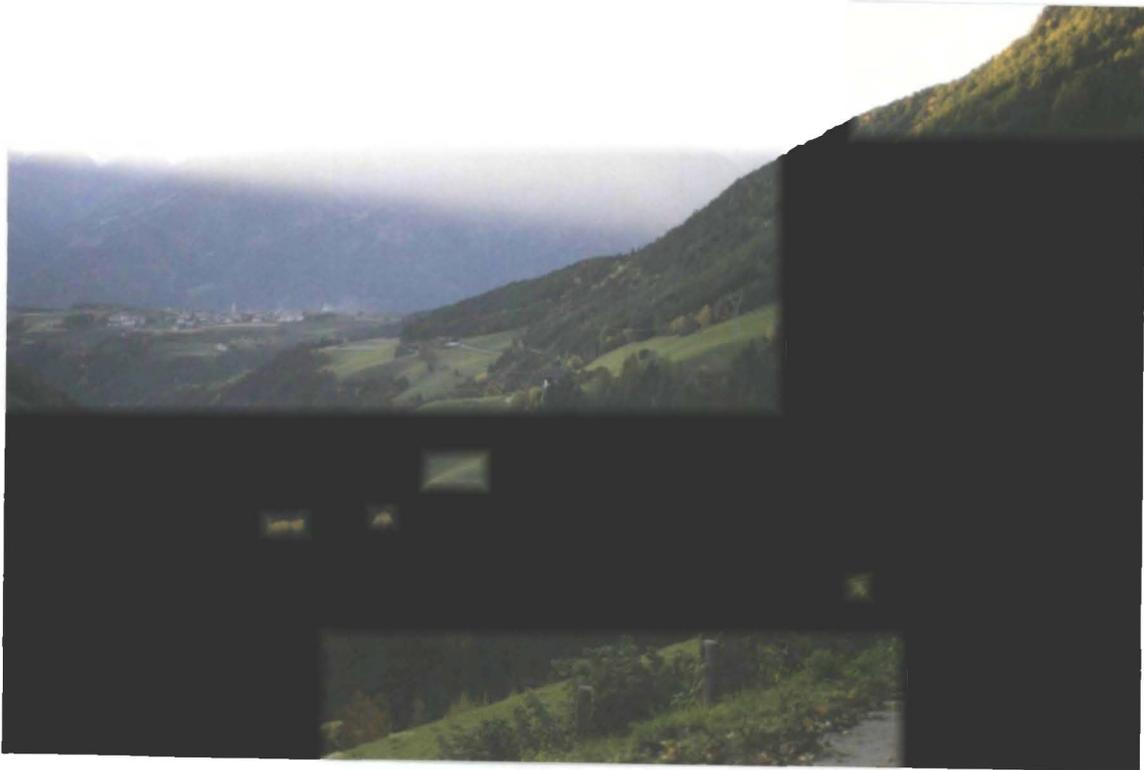


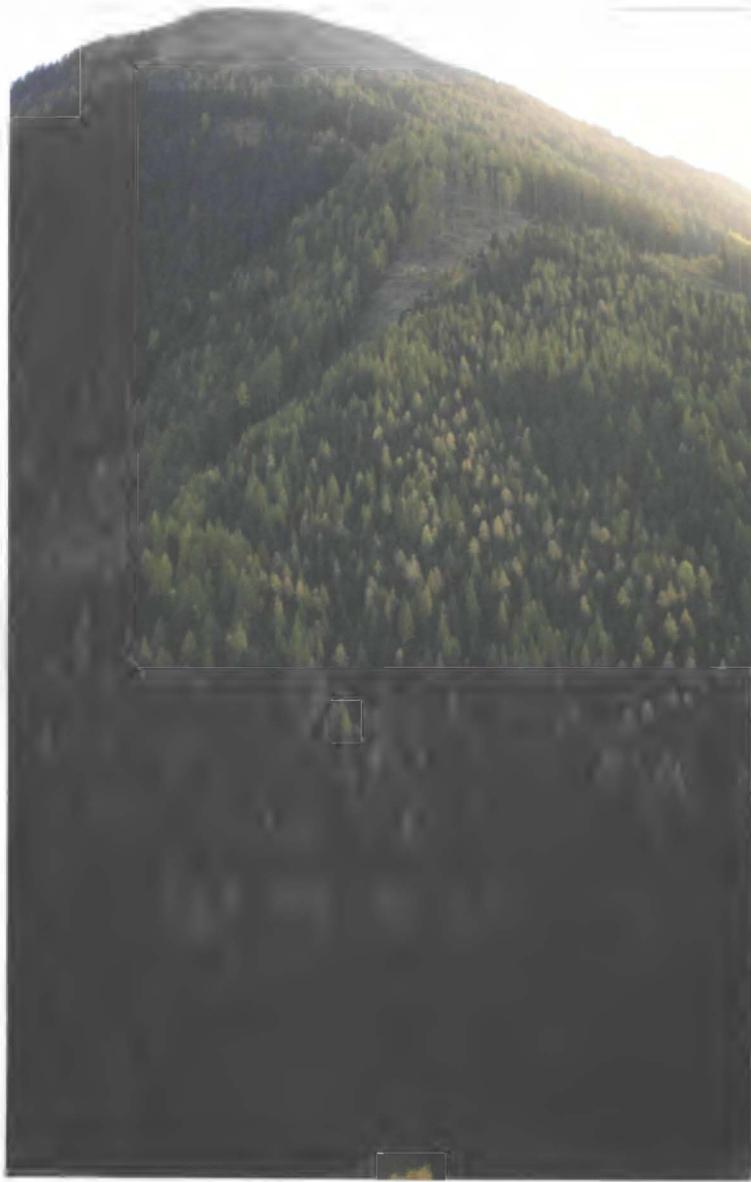






NCIS (b)(6), (b)(7)(C)









NCIS (b)(6), (b)(7)(C)



# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: **I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS**

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: **Interview of [REDACTED] NCIS (b)(6), (b)(7)(C) Italian  
witness to Marine EA-6B flight over Cavalese, Italy.**

On 28 October 1998, reporting and participating agents interviewed Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) a resident of the town of Cavalese, Italy. [REDACTED] NCIS (b)(6), (b)(7)(C) stated that on 03Feb98, while driving his tow truck at about 1500, he heard a loud noise which he at first thought was coming from the vehicle loaded on the back of his tow truck. He slowed down and as he looked into his curved left side mirror, he saw the tail of a plane flying away from him.

[REDACTED] NCIS (b)(6), (b)(7)(C) took reporting and participating agents to the location of his vehicle at the time of his sighting of the aircraft. His vehicle a tow truck, was pointed in a westerly direction and he observed the plane flying away from him in an easterly direction. He observed the plane in his driver side mirror, which is a curved wide-angle mirror.

[REDACTED] NCIS (b)(6), (b)(7)(C) stated he thought nothing more of the incident until later that day at 1800 when a client told him of the cable car accident. The only remark that [REDACTED] NCIS (b)(6), (b)(7)(C) had of note was that it was his impression, that while looking at the flight of the plane through his mirror, it appeared to be flying slowly away from him.

Date and Place of Birth:  
Address:  
Telephone:

[REDACTED] NCIS (b)(6), (b)(7)(C)

REPORTED BY: [REDACTED] NCIS (b)(6), (b)(7)(C)  
OFFICE: **NCIS SIGONELLA ITALY**  
DATE TYPED: **10NOV98**

EXHIBIT (32)

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**TITLE:** I/MARFOLRANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

**INVESTIGATIVE ACTION:** RESULTS OF GPS

On 28OCT98 Reporting Agent took the Global Positioning System (GPS ) points for the following location utilizing a Magellan 4000 XL system loaded with the WGS84 Datum.

- (1) Location identified by [REDACTED] NCIS (b)(6), (b)(7)(C) , body shop owner, from where he saw a plane in the driver side mirror of his truck.

46\*16.29N

011\*25.39E

2400-2450 Ft (elevation)

12:03:03 (time)

Reporting Agent: [REDACTED] NCIS (b)(6), (b)(7)(C)

Office: NCISFO Naples, Italy

EXHIBIT (B)

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HEREOF. CONTENTS MAY BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: **I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS**

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: **CONTACT WITH ITALIAN AIRFORCE OFFICIALS  
RESPONSIBLE FOR RADAR INSTALLATIONS IN NORTHERN ITALY**

At 1100 hrs, on 04NOV98, the reporting agent contacted Italian Air Force Colonel NCIS (b)(6), (b)(7)(C) Commanding officer for the Centro Informazioni Geotopografiche (Geotopographical Information Center) CIGA, Rome, Italy. NCIS (b)(6), (b)(7)(C) was informed of the request made by trial counsel for detailed coordinates relative to the locations of the following Italian radar installations located in northern Italy:

- PRATICA DI MARE
- CRAV PADOVA
- ISTRANA
- VILLA FRANCA
- LAME DI CONCORDIA

At this time, NCIS (b)(6), (b)(7)(C) informed the reporting agent that the information requested was considered classified under Italian military regulations and therefore could not be released in absence of approval from the cognizant military authorities, in this case, Chief of Staff of the Italian Air Force. NCIS (b)(6), (b)(7)(C) was receptive to the needs of the information but was unwavering towards the needs for proper authorization prior to the release of the information. NCIS (b)(6), (b)(7)(C) added that further attempts to obtain the information without the necessary authorizations would prove fruitless. NCIS (b)(6), (b)(7)(C) finally offered the address for the command to which the requests should be forwarded in writing:

NCIS (b)(6), (b)(7)(C)

3^ REPARTO

VIALE DELLE UNIVERSITA' 4

00100 ROMA.

NCIS (b)(6), (b)(7)(C) finally added that Italian Air Force Commands might be more receptive towards a request for down graded coordinates.

REPORTED BY: NCIS (b)(6), (b)(7)(C)  
OFFICE: **NCIS SIGONELLA ITALY**  
DATE TYPED: **04NOV98**

EXHIBIT (34)

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: CONTACT WITH ITALIAN CARABINIERE OFFICIAL  
CONCERNING INFORMATION ON RADAR INSTALLATIONS IN NORTHERN ITALY

At 1400 hrs, on 09NOV98, the reporting agent contacted Italian Carabinieri official, Major NCIS (b)(6), (b)(7)(C) assigned to the Carabinieri Judicial police unit in Trento, Italy. NCIS (b)(6), (b)(7)(C) apprised at this time of the need to expedite the requested information concerning the radar sites listed below:

- PRATICA DI MARE
- CRAV PADOVA
- ISTRANA
- VILLA FRANCA
- LAME DI CONCORDIA

As previously stated by Italian Air Force Official Colonel NCIS (b)(6), (b)(7)(C) Commanding officer for the Centro Informazioni Geotopografiche (Geotopographical Information Center) CIGA, Rome, Italy, NCIS (b)(6), (b)(7)(C) was informed by the reporting agent that the information requested was considered classified under Italian military regulations and therefore could not be released in absence of approval from the cognizant military authorities, in this case, Chief of Staff of the Italian Air Force, NCIS (b)(6), (b)(7)(C). He stated that he had initiated the letter requesting the necessary release authorizations and that as soon as he had a response to the letter he would expeditiously inform the reporting agent of the results.

REPORTED BY: NCIS (b)(6), (b)(7)(C)  
OFFICE: NCIS SIGONELLA ITALY  
DATE TYPED: 09NOV98

EXHIBIT (35)

## WARNING

**TASKING SYNOPSIS UPDATED: 07JAN 99**

• **Task Number A1**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** B of modified 29MAR98 tasking

Tasking: Interview tower personnel; NCIS (b)(6), (b)(7)(C) have her listen to tower tapes of conversation with  
NCIS (b)(6), (b)(7)(C) obtain statements from him verifying their conversation NCIS (b)(6), (b)(7)(C) anyone else they spoke  
with on the tape.

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed and provided a statement. She was working the tower on 03FEB98, when the  
MISHAP aircraft landed. She listened to the STANCIL magnetic tower tape from 03FEB98 and confirmed  
conversation between Capt. NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C)

Date completed: 08JUN98

• **Task Number A1a**

**Assigned to:** \_\_\_\_\_

**Originator:** B of modified 29MAR98 tasking

Tasking: Reinterview tower personnel; NCIS (b)(6), (b)(7)(C) have him listen to tower tapes of conversation with  
NCIS (b)(6), (b)(7)(C) obtain statements from him verifying their conversation NCIS (b)(6), (b)(7)(C) anyone else they spoke  
with on the tape.

• **Task Number A1b**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** B of modified 29MAR98 tasking

Tasking: Interview tower personnel; TSGT NCIS (b)(6), (b)(7)(C) who may have heard or observed details  
between other personnel in the tower NCIS (b)(6), (b)(7)(C) good statements).

**Summary of results**

NCIS (b)(6), (b)(7)(C) the air traffic controller supervisor on 03Feb98. He recalls uneventful clearing of mishap  
aircraft for takeoff. Approximate 1 hour later, aircraft squawked "7700" - distress. Repeated to tower  
from Radar Control (RADCON). RADCON had communication with aircrew after distress signal was  
squawked. Tower had no contact with aircraft until approximately 1-2 miles NCIS (b)(6), (b)(7)(C)itored  
transmission between NCIS (b)(6), (b)(7)(C) pilot. Uneventful - routine landing transmission NCIS (b)(6), (b)(7)(C)  
witnessed landing, also monitored phone call between SOF - supervisor of flying - pilot, approximately 20  
minutes after landing. Pilot stated "I think I hit a gondola cable". No elaboration on this statement.

Date completed: 24APR98

• **Task Number A1c**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** B of modified 29MAR98 tasking

Tasking: Interview tower personnel; SSG NCIS (b)(6), (b)(7)(C) who may have heard or observed details between  
other personnel in the tower NCIS (b)(6), (b)(7)(C) good statements).

**Summary of results**

NCIS (b)(6), (b)(7)(C) did she overheard part of radio/telephone conversations: (1) between NCIS (b)(6), (b)(7)(C) pilot  
during distress call; (2) between NCIS (b)(6), (b)(7)(C) pilot within an hour after aircraft landed (telephonic).  
Pilot mentioned seeing a "gondola", and swerved to miss it. No mention of altitudes, air routes, or  
elaboration on incident with gondola.(statement)

Date completed: 23APR98

• **Task Number A1d**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** New task - Sub task

Tasking: Interview tower personnel; PENZA (#28) assisted in the take-off of the aircraft. The SOF told him that the pilot had informed him that the plane had hit a cable, probably that of a ski lift (need good statements).

- **Task Number A1e**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** New task - Sub task

Tasking: Interview tower personnel; [REDACTED] (#29) Head Controller and supervisor at Radar Room, Aviano Base. Received explanation as to damage of aircraft (need good statements).

- **Task Number A1f**

**Assigned to:** \_\_\_\_\_

**Originator:** New task - Sub task

Tasking: Interview tower personnel; [REDACTED] (#29) Assistant Air Traffic Controller at Radar Room, Aviano Air Base (need good statements).

- **Task Number A1g**

**Assigned to:** [REDACTED]

**Originator:** Phonecon [REDACTED] APR98

Tasking: (follow on to A1c). Once a copy of the tower tape is obtained, have SSO [REDACTED] USAF, authenticate the tape and voices.

- **Task Number A1h**

**Assigned to:** [REDACTED]

**Originator:** 23AN [REDACTED]

Tasking: (follow on to A1c). Interview SRA [REDACTED] USAF, who was in the tower. Ask how the plane approached and landed. Did it appear in trouble, was it wings level, was it a straight approach, describe any comms from aircraft, any indicators in the content of the tone of comms that indicated there was a problem. What did the crew do upon landing.

**Summary of results**

[REDACTED] interviewed and provided a sworn statement [REDACTED] working in control tower the date of incident [REDACTED] working in control tower the date of incident [REDACTED] missed landing of Prowler. No erratic behavior. Never spoke to aircrew. Monitored conversation (part) between SOF and pilot after aircraft landed [REDACTED] he heard pilot state he had hit a gondola cable. The pilot ended the conversation between himself and SOF, saying that he (pilot) was "kind of confused" at the moment, that there was "a lot of confused" at the moment that there was "a lot going on in his mind."

Date completed: 28APR98

- **Task Number A2**

**Assigned to:** [REDACTED]

**Originator:** F of modified 29MAR98 tasking

Tasking: Interview CON [REDACTED] F-18 Fighter Wing. We need to determine when he set the Interim Mishap Investigation Board into motion ... how he notified the participants ... and the exact dates/times his interim board began and ended.

**Summary of results**

[REDACTED] created the interim MISHAP investigation board was established by [REDACTED] immediately after the mishap on 03FEB98 and disestablished on 05FEB98 upon arrival of the Marine Corps. Col. [REDACTED] not provide times, but did provide participants names and other info.

Date completed: 24APR98

- **Task Number A3**

**Assigned to:** [REDACTED]

**Originator:** M of 29MAR98 tasking

Tasking: Identify, locate and determine if there are other airports, including Bolzano, in the area that may have audio tapes of radio transmissions from the plane. If so, collect all tapes, interview all personnel that heard the transmissions.

**Summary of results**

Possibilities are Trento airport; Verona airport, Asiago airport; Treviso airport, Bolzano airport. Lead pending rogatory to contact airports.

• **Task Number A3a**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** A3/A7a follow-up

Tasking: In A7a ~~NCIS (b)(6), (b)(7)(C)~~ indicated air traffic control (ATC) at Padova might have a copy of communication between ATC and the Mishap aircraft. Procedures to obtain a copy are contained in ~~NCIS (b)(6), (b)(7)(C)~~.

**Summary of results**

On 27APR98, ~~NCIS (b)(6), (b)(7)(C)~~ with ~~MCIS (b)(6), (b)(7)(C)~~ Logistics officer, ODO, AMEMBASSY Rome, Italy ~~NCIS (b)(6), (b)(7)(C)~~ Col ~~NCIS (b)(6), (b)(7)(C)~~ Italian Airforce HQ, Rome, Italy, to determine the procedures to obtain a copy of a communication between the ATC and the Mishap aircraft. ~~NCIS (b)(6), (b)(7)(C)~~ denied having heard of these tapes and advised that if they exist the magistrate in Trento would have them placed into evidence.

Date completed: 27APR98

• **Task Number A4**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** K of modified 29MAR98 tasking

Tasking: Obtain copies of ATC Tower tapes, have them transcribed and see B. above ... if Italian Magistrate has originals, ensure we get them when they are released.

**Summary of results**

Tower tapes were obtained from ~~NCIS (b)(6), (b)(7)(C)~~ Dan AF, following authority granted by Italian Magistrate Giardina. Tapes were downloaded into 8mm format on 03JUN98, and the tapes returned to Italian authorities on 04JUN98

Date completed: 04JUN98

• **Task Number A4a**

**Assigned to:** ~~NCIS (b)(6), (b)(7)(C)~~

**Originator:** 20APR98 ~~NCIS (b)(6), (b)(7)(C)~~

Tasking: Determine procedure for aligning onboard "timehack" from start to finish (there is a two minute discrepancy between the AWACS and Prowler).

-Print copy of LAT/LONG and airspeed

-~~NCIS (b)(6), (b)(7)(C)~~ to completion

**Summary of results**

Statement made ~~NCIS (b)(6), (b)(7)(C)~~ discrepancy easily explained, due to manual setting by the Display Technician. Obtained unclas NATO procedures.

Date completed: 27/28 APR98

• **Task Number A4b**

**Assigned to:** ~~NCIS (b)(6), (b)(7)(C)~~

**Originator:** 17APR98 ~~NCIS (b)(6), (b)(7)(C)~~

Tasking: AWAC leads to include information on calibration of the clock on the AWACS system, who did it, How it was done, what time source was used to set the time, any trouble with the internal clock.

**Summary of results**

Mechanics of clock is state of art. It works extremely well and keeps a true 3600 second hour. But, is set at outset of each AWACS mission by wristwatch of the display technician. Details ~~NCIS (b)(6), (b)(7)(C)~~ ment.

Date completed: 27/28APR98

- **Task Number A4c**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecon and email from NCIS (b)(6), (b)(7)(C) 17APR98

**Tasking:** Seize AWACS tape as evidence and forward to CALE by most expeditious means.

**Summary of results**

Upon telecom with CAIS (b)(6), (b)(7)(C) and IN (b)(6), (b)(7)(C) NATO, it was agreed to not seize these tapes. Info from the tapes, requested by (b)(6), (b)(7)(C) forthcoming after release authority is granted by NATO.

Date completed: 27APR98

- **Task Number A5**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** L of 29MAR98 tasking

**Tasking:** Utilizing a copy of photograph (developed from 35mm in cockpit) depicting birds-eye view of village at low level ... Show it to these witnesses and see if they can ID the village in the photo.

**Summary of results**

A copy of the photograph was scanned and copied on a color printer at the USAF Aviano photolab, resulting in poor quality duplicates. Duplicates will need to be made from the photograph's negative, which is in the aircraft cockpit, which is controlled by the Trento Magistrate.

Date completed: 06MAY98

- **Task Number A5a**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from NCIS (b)(6), (b)(7)(C)

**Tasking:** Witnesses that saw the EA-6B before the mishap occurred; Walder (#11) Saw aircraft zigzagging left and right. Saw cable-car rock.

- **Task Number A5b**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from NCIS (b)(6), (b)(7)(C)

**Tasking:** Witnesses that saw the EA-6B before the mishap occurred; (b)(6), (b)(7)(C) saw aircraft flying low. Saw cable-car fall.

-Retired Deputy Superintendent of the State Police.

**Summary of results**

Interviewed at the Trento Italian magistrate's office on 30MAY98. Stated he observed the MISHAP aircraft flying low and then observed the cable car falling. Was the first person to arrive at the fallen cable car's location.

Date completed: 30MAY98

- **Task Number A5c**

**Assigned to:** Conducted at Trento Magistrates office by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from NCIS (b)(6), (b)(7)(C)

**Tasking:** Witnesses that saw the EA-6B before the mishap occurred, show witnesses photo lineup to ID 2 planes they saw; Delmarco (#14) Saw aircraft dip so low thought it had crashed or hit his parent's house.

- **Task Number A5d**

**Assigned to:** Conducted at Trento Magistrates office by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from NCIS (b)(6), (b)(7)(C)

**Tasking:** Witnesses that saw the EA-6B before the mishap occurred, show witnesses photo lineup to ID 2 planes they saw; Bleggi (#15) Saw aircraft flying low. Saw it roll clockwise taking up a position which he called "knife edge".

- **Task Number A5e**

**Assigned to:** Conducted at Trento Magistrates office by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from NCIS (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Olivetti (#17) Saw aircraft pull up sharply against mountain at a close distance.

- **Task Number A5f**

**Assigned to:** Conducted at Trento Magistrates office by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Zampino (#18) Saw aircraft pull up extremely sharp to clear the top of the mountain, which it only just managed to do.

- **Task Number A5g**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Mover (#19) Little boy in his room seeing aircraft brush top of trees in cemetery.

- **Task Number A5h**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Minerbi (#20) In San Michelle all'Adige town hall bldg, saw aircraft at a height of 50-60 meters. Saw it pick up height to clear the hill.

- **Task Number A5i**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Michelotti (#25) Saw aircraft either do air acrobatics or lose control very low and fast.

- **Task Number A5j**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Misconel (#05) Standing in Cavazzal, Cavalese, thought aircraft went underneath, or hit, cables.

- **Task Number A5k**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Vanzo (#06) walking above the village Cavazzal, Cavalese. Saw aircraft coming from Val di Cembra. Thought it had flown under the cables.

- **Task Number A5l**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Rossi (#21) standing in Mastellina.

- **Task Number A5m**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Zappini (#22) standing in Mastellina.

- **Task Number A5n**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Zanon (#24) Standing in Mastriego. Saw aircraft do complete roll above the village.

- **Task Number A5o**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Stablum (#26) From window at home - saw flying low over houses in Mezzana

- **Task Number A5p**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Del Perro (#27) Saw fly low and fast over houses in Pellizzano.

- **Task Number A5q**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Defrancesco (#01) Saw it go from Tesero toward Predazzo.

-Former police officer

- **Task Number A5r**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; (b)(6), (b)(7)(C) Saw smoke. Saw it going toward Trento Predazzo.

**Summary of results**

Interviewed at the Italian Trento Magistrate's office on 30MAY98. Related he was traveling in his car when he heard the noise of the marine jet. Observed the jet pass and then climb and then observed the Cermis cable fall.

Date completed: 30MAY98

- **Task Number A5s**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Vanzo (#10) Saw as far as from Molina di Fiemme towards Stamentizzo Lake.

- **Task Number A5t**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B flying low and/or loud; Marchi (#12).

- **Task Number A5u**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B flying low and/or loud; Maffei (#16).

- **Task Number A5v**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B flying low and/or loud; Dapra (#23). Saw fly toward Trento-Passo Tonale direction.

-Did military service in Italian Air force.

- **Task Number A5w**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

**Tasking:** Witnesses that are Alpe Cermis Cable-car employees; Gardener (#08). Deputy-head of Alpe Cermis Cable-car system.

- **Task Number A5x**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

**Tasking:** Witnesses that are Alpe Cermis Cable-car employees; [REDACTED] (#07). Technician of the Alpe Cermis Cable-car.

- ID's location of cable-car

**Summary of results**

Interviewed at the Italian Trento Magistrate's office on 30MAY98. Related he arrived at the cable-car crash approximately 40 minutes after the incident. Provided info on the operation of the cable-car system. Date completed: 30MAY98

- **Task Number A5y**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

**Tasking:** Witnesses that are Alpe Cermis Cable-car employees; [REDACTED] (#02). Cable-car engineer (didn't see aircraft).

**Summary of results**

Interviewed at the Italian Trento Magistrate's office on 30MAY98. [REDACTED] (b)(6), (b)(7)(C) the cable-car operator at the intermediate station when the Prowler struck the cable. Did not see the Prowler strike the cable. Provided info on the operation of the cable-car. Date completed: 30MAY98

- **Task Number A5z**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

**Tasking:** Witnesses that are Alpe Cermis Cable-car employees; Costa (#03).

- **Task Number A5aa**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

**Tasking:** Witnesses that are Alpe Cermis Cable-car employees; Deola (#09). Saw aircraft after impact.

- **Task Number A5ab**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 23APR98 email from Trial Counsel

**Tasking:** Interview and obtain a sworn statement from Engineer Franco Galvagno concerning the final drawing of the valley and cable car system. He is the person that places the height of the cable car and spot on the cables where the plane cut through. His statement must cover the facts and details that enabled him to make his engineering determinations. Being that he is the Italian expert you had better get the blessing of the Magistrate. This is must have info. Without this we cannot prove how high the cables were at the point of impact by the EA-6b. Please attach a copy of the final drawing of the site to his statement.

- **Task Number A5ac**

**Assigned to:** [REDACTED] (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC/26APR98

Tasking: Contact VMAQ-4, S-2 (Intel), and obtain three (3) copies of profiles of NATO planes including EA-6b, F-16, F-18, Tornado, Local Italian AF planes (one file copy and 2 for use in the A5b and A5c interviews.

**Summary of results**

Contacted VMAQ-4, S-2 (Intel), and borrowed two CD-ROM's and a book of color aviation photographs. USAF 555<sup>th</sup> FS Intel shop provided copies of aircraft profiles of aircraft flown in the area except for the f-14.

Date completed: 06MAY98

• **Task Number A5ad**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** Phonecon with TC/26APR98

Tasking: If the Italian witnesses (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) identify any aircraft in the photographs shown (A5ac), attempt to identify the specific aircraft and interview the crew of that aircraft to determine if they flew AV047 on 03FEB98, and any details of any radio, technical or visual contact with the Mishap aircraft.

• **Task Number A5ae**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C) TC 26APR98 phonecon. Italian witness identified by Italian authorities at the 30MAY98 meeting with the Trento Magistrate.

Tasking: Witnesses that saw the EA-6B before the mishap occurred (b)(6), (b)(7)(C) saw the aircraft flying low. Saw cable-car fall.

**Summary of results**

Interviewed at the Trento Italian magistrate's office on 30MAY98. Stated she was at her residence when she heard a loud noise and she looked out her big picture window and saw the MISHAP aircraft pass by with the belly of the aircraft towards her. She observed it fly towards the cable-car and then she observed the cable - car rock back and forth and then fall.

Date completed: 30MAY98

• **Task Number A6**

**Assigned to:** (b)(6), (b)(7)(C)

**Originator:** M of 29MAR98 tasking

Tasking: Locate and interview (b)(6), (b)(7)(C) CAF. Conduct of the board and his perception of the effect of outside sources and requests for clarification of findings are the first topics required. His opinion of the cause of the incident and how the incident occurred are required. Specifically, does he agree with the "bunt" or does he think the aircraft did something else? If possible obtain a copy of the dissenting opinion that he delivered to (b)(6), (b)(7)(C) to the close of the board.

**Summary of results**

-22APR98 - 1000- Spoke with SSG (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) in the U.S., returns on 04MAY98.

-04MAY98, AS (b)(6), (b)(7)(C) phoned (b)(6), (b)(7)(C) and indicated after speaking with Trial Counsel regarding this investigation, it would be best not to interview (b)(6), (b)(7)(C) this time.

Date completed: 05MAY98

• **Task Number A7**

**Assigned to:** (b)(6), (b)(7)(C)

**Originator:** O of 29MAR98 tasking

Tasking: Interview (b)(6), (b)(7)(C) concerning all Q-2 and prior squadron low level flights and noise complaints filed with the base. Obtain copy of all correspondence between the base and tenant commands, concerning low level flights, noise complaints, and all responses from tenant commands. Also, ask whom in the USAF or USMC he notified if he received complaints.

**Summary of results**

(b)(6), (b)(7)(C) red prior complaints to Capt Faustino (see task A7b)

Date completed: 23APR98

- **Task Number A7a**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** O of 29MAR98 tasking

**Tasking:** NCIS (b)(6), (b)(7)(C) AAF submitted a memo stating that he never received any complaints - please interview him.

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed 24APR98. No receipt of noise complaints to his command. Other area airports which may have communications between NCIS (b)(6), (b)(7)(C) and Aviano would be Padova. Provided info re: procedures how to request that tape via Embassy NCIS (b)(6), (b)(7)(C) also provided a POC for AWACS data in Germany. IA submitted.

Date completed: 24APR98

- **Task Number A7b**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Developed through task A7

**Tasking:** Contact Capt Faustino, Italian Airforce, Aviano AFB

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed on 23APR98. Reviewed all files on low-level noise complaints during timeframe Q-'s were NCIS (b)(6), (b)(7)(C) provided details how complaints are handled between Italian/USAF.

Date completed: 23APR98

- **Task Number A7c**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Follow on to task A7

**Tasking:** Interview NCIS (b)(6), (b)(7)(C) follow up on correspondence regarding low level complaints.

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed on 24APR98. Provided info on how 31stFW handled noise complaints.

Reviewed their complaints during questioned time frame. Also got referenced memo which NCIS (b)(6), (b)(7)(C) replied to.

Date completed: 24APR98

- **Task Number A7d**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** O of 29MAR98 tasking

**Tasking:** Try to document all complaints made against USMC aircraft during MAR-SEP96 and AUG97-FEB98 (Q-2's deployments) time frame. Determine what action was taken once a complaint was lodged. Cover any complaints filed with 31FW PAO, SJA or other likely departments.

**Summary of results**

On 04MAY98 - spoke with Chief of Public Affairs Office (PAO) 31<sup>st</sup> FW, She indicated noise complaints are filtered through PAO and forwarded to Operations Group Commander - provided documentation re 17JUN97 noise complaint over Torbole, It and a PAO after action report - timeline. Timeline shows interim mishap board was not established until 2200, 03FEB98. 05MAY98, contact was made with the SJA office, Aviano Air base, Aviano, It, inquiring about noise complaints received by their office, referencing task above. Their office in general is not a reciprocal for noise complaints, as is the Public Affairs Office. They have not received any noise complaints citing USMC aircraft.

Date completed: 05MAY98

- **Task Number A7e**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Follow up to A7c and A8

**Tasking:** Develop a time line (sequence of events) regarding complaints regarding low level flights and resulting actions.

**Summary of results**

A timeline was compiled combining all known complaints to the 31<sup>st</sup> fighter wing regarding low-level flights and the resulting actions. The dates of the USMC VMAQ squadron deployments has also been added for reference.

Date completed: 01MAY98

• **Task Number A7f**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to task A7c

**Tasking:** Recontact LCOL Welsh to follow up on correspondence regarding low level complaints for the CY96 time frame.

**Summary of results**

IN (b)(6), (b)(7)(C) identified (b)(6), (b)(7)(C) the key person to speak to re: complaint (b)(6), (b)(7)(C) complaint process. Disclosed many pilots "stretch this limit" and based on discussions with pilots, speculated 17JUN97 Torbolo flight - Pilots were flying below restriction. No archive files for 1996 time frame or 20AUG96 complaint. Suggest his predecessor Capt (b)(6), (b)(7)(C) may recall. No location for Capt Raubinger.

Date completed: 04MAY98

• **Task Number A7g**

**Assigned to:** \_\_\_\_\_

**Originator:** 28APR98 TC Email

**Tasking:** A noise complaint was filed by an ALITALIA pilot who was on vacation in Folgaria, Trento, regarding a 20AUG96 flight. Q-2 flew two low-levels that day, one of which was piloted (b)(6), (b)(7)(C)

Identify, locate and interview the ALITALIA pilot.

• **Task Number A8**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** R of 29MAR98 tasking

**Tasking:** Just review the turnover binders at Q-4; look for any items Q-2 turned over regarding low level restrictions/flights, noise complaints, AV047, etc.

**Summary of results**

22APR98 - Turnover binder reviewed and significant portions photocopied. 23APR98 - IA written and submitted.

• **Task Number A9**

**Assigned to:** Ruewer

**Originator:** R of 29MAR98 tasking

**Tasking:** Obtain all AWAC tape(s) to include prior low level flight dates if possible. Review and determine if there is any usable evidence contained thereon. This crew allegedly flew on 29 Dec 97. What route did they fly and were there any noise complaints filed that day or within a few days thereafter? If so, were the noise complaints on the route flown (b)(6), (b)(7)(C) this crew? Also, obtain copies of the tapes and forward to CALE. Ask about the data compiled by the AWACS ... how exact is it, what is margin of error, etc.? Can those AWACS tapes tell us if other planes were in the area of AV047 at time of mishap?

**Summary of results**

NATO needs a few weeks to review dates of low-level AV047 flights, as provided to NATO (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) APR98. No records from NATO available for 29DEC97. Tapes not seized as per (b)(6), (b)(7)(C) telecom 27APR98. Margin of error issues, via IFF data negligible. Yes, other aircraft were in area, specifically an unidentified (as yet) plane crossed westwardly over Lake Garda and same time Prowler was Northbound over lake. (I) will ID plane and provide info ASAP, but a week or more, probably (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) statement.

Date completed: 27/28APR98

• **Task Number A10**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** S of 29MAR98 tasking

Tasking: Identify and interview the USAF Officer that gave the "in brief" to Q-2 upon their arrival in Italy. What information was passed concerning low level flights and noise complaints. What was the hard deck briefed for snow covered areas?

**Summary of results**

Tasking was carried out and completed as NCIS (b)(6), (b)(7)(C) King A11, was interviewed. NCIS (b)(6), (b)(7)(C) same person who gave the VMAQ-2 in-brief  
Date completed: 28APR98

• **Task Number A11**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** U of 29MAR98 tasking/21APR98 Briant email

Tasking: Locate and identify NCIS (b)(6), (b)(7)(C) F, 31ST Fighter Wing. Determine the nature of the inbrief, specifically: when/where, any attendance list, any mention of altitude restrictions. Any mention of prior complaints from anyone because of noise or low altitude flights, any other complaints or problems.

**Summary of results**

NCIS (b)(6), (b)(7)(C) in-brief to VMAQ-2 on 25AUG98. NCIS (b)(6), (b)(7)(C) VMAQ-2 that Italians were noise-sensitive, and not to fly below 2000 ft while flying through the ANCS (b)(6), (b)(7)(C) (1) copy of FCIF 97-16, (with Italian message instituting 2000 AGL); (2) copy of chapter 8, pilot aid (which was passed out to VMAQ-2 at the brief), (3) updated chapter 8 (updated since VMAQ-2 brief); (4) Navigational map where NCIS (b)(6), (b)(7)(C) a corridor where 2000 ft AGL was instituted; (5) PowerPoint brief that was used for VMAQ-2 brief. Additionally, NCIS (b)(6), (b)(7)(C) assisted by MSGT NCIS (b)(6), (b)(7)(C) gave air traffic control brief (part of the PowerPoint presentation NCIS (b)(6), (b)(7)(C) since transferred to Barksdale AFB, La. The Director of Deliberate Guard operations center LCOL NCIS (b)(6), (b)(7)(C) was also present at NCIS (b)(6), (b)(7)(C) transferred to Shaw AFB, South Carolina. No attendance or sign-in sheets were taken by NCIS (b)(6), (b)(7)(C) Check of records revealed NCIS (b)(6), (b)(7)(C) had n sign-in sheet. NCIS (b)(6), (b)(7)(C) provided a copy of his secretary's calendar, where VMAQ-2 brief was scheduled. This is the only documentation NCIS (b)(6), (b)(7)(C) has of the brief. Original calendar is held by NCIS (b)(6), (b)(7)(C) secretary NCIS (b)(6), (b)(7)(C) GS-4, CIV, transferring in June98 to Hill AFB, Salt Lake City, Ut.

• **Task Number A11a**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24APR98 NCIS (b)(6), (b)(7)(C) on

Tasking: Interview SSGT NCIS (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

NCIS (b)(6), (b)(7)(C) he was on duty at radar approach control (RADCON) during date of mishap. NCIS (b)(6), (b)(7)(C) monitored conversation between NCIS (b)(6), (b)(7)(C) on flight take off and emergency landing. Uneventful take off. Aware of emergency approximately 18 miles out. Pilot sounded nervous. Damage: structural and vertical stabilizer hydraulic failure. No mention of how sustained damage, or altitudes, or flight route. Emergency cable landing NCIS (b)(6), (b)(7)(C) and of one low-level noise complaint of some approaching F-16's. Complaint was last summer.  
Date completed: 25APR98

• **Task Number A11b**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24APR98 NCIS (b)(6), (b)(7)(C) on

Tasking: Interview TSGT NCIS (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

NCIS (b)(6), (b)(7)(C) on duty as standby at RAPCON on 03FEB98. NCIS (b)(6), (b)(7)(C) busy studying for his promotion exam during most of the day, and very seldom entered the radar control room, although he studied in the same building. He did not communicate with the MISHAP flight crew. He monitored a short portion of

comms between RAPCON and pilot (as the pilot was just about to land). He does not recall any details of the conversation. [redacted] (b)(6), (b)(7)(C) not personally know any of the prowler aircrews.  
Date completed: 25APR98

• **Task Number A11c**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24APR98 Briant phonecon

Tasking: Interview SSGT [redacted] (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

Inquiries with command reveal SSGT [redacted] (b)(6), (b)(7)(C) currently TDY to Keesler AFB, Biloxi, Miss. Currently attending school. Date of return to Aviano is 20MAY98.

Date completed: 26APR98

• **Task Number A11d**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24APR98 [redacted] (b)(6), (b)(7)(C) phonecon

Tasking: Interview SSGT [redacted] (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

[redacted] (b)(6), (b)(7)(C) working at RADCON on the day of the incident. Did not speak to distress aircraft. Subject heard part of the conversation between other RADCON controller, SSGT [redacted] (b)(6), (b)(7)(C) aircraft pilot.

Conversation overheard consisted of routine emergency landing procedures. Signed statement.

Date completed: 28APR98

• **Task Number A11e**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24APR98 Briant phonecon

Tasking: Interview SSGT [redacted] (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON. He was present in RAPCON during mishap flight approach. He was in direct radio contact with the crew upon landing approach (TDY until 01MAY98).

**Summary of results**

SSGT [redacted] (b)(6), (b)(7)(C) viewed and provided sworn statement [redacted] (b)(6), (b)(7)(C) to pilot as it squawked emergency. Pilot stated he had stabilizer damage. Pilot stated they were low on fuel. Pilot requested to go on holding pattern over airfield for 3-4 minutes. [redacted] (b)(6), (b)(7)(C) don't know why he did this. Although somewhat normal for aircraft to do this, [redacted] (b)(6), (b)(7)(C) can't give an opinion why aircraft with stabilizer and possible hydraulic failure would do this. No mention of flight, attitudes, or how damage was sustained.

Date completed: 05MAY98

• **Task Number A11f**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24APR98 [redacted] (b)(6), (b)(7)(C) phonecon

Tasking: Interview SRA [redacted] (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

Interviewee provided no information of investigative consequence.

Date completed : 25APR98

• **Task Number A11g**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11/29A [redacted] (b)(6), (b)(7)(C) phonecon

Tasking: Reinterview [redacted] (b)(6), (b)(7)(C) closure (4) based on an IA reported on in A11, listed a Suspend/review date of 31DEC97. Did the 31<sup>st</sup> suspend or review that document by 31DEC97? If so, what was the result? Was it suspended? If reviewed was it reissued? If so, please provide a copy; what was

the new suspense/review date. If the document was not suspended or reviewed on 31DEC, what does that mean? Is it automatically suspended or reissued?

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed on 30APR98. On FCIF 97-16 review date of 31DEC97. Document was retained. In response to Prowler incident, FCIF 98-03 (dated 10FEB98) was issued, rendering 97-16 moot. 98-03 has attachments: (1) message from Italian AF requesting suspension of all low-level flights; (2) USAFE message suspending all low-level flights. 97-16 not formally rescinded until the issuance of 98-17, dated 27APR98.

Date completed: 30APR98

• **Task Number A12**

Assigned to NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel in modified 29MAR98 tasking

Tasking: Locate and interview GENIN (b)(6), (b)(7)(C) concerning his discussions with LT (b)(6), (b)(7)(C) and the issue of who in Q-2 knew the 2000' hard deck. Also, obtain details of his conversation with Delong.

**Summary of results**

NCIS (b)(6), (b)(7)(C) appeared unfamiliar with 1000 ft restriction in aircraft AID, though he admitted he had a copy of it. FCIF was briefed at DGOCS (b)(6), (b)(7)(C) next AM he polled the pilots and all but incident pilot was aware of 2000ft AGL. Trouble getting statement from (b)(6), (b)(7)(C) was done - 07MAY98.

Date completed: 07MAY98

• **Task Number A13**

Assigned to NCIS (b)(6), (b)(7)(C)

**Originator:** New lead #1 identified in modified tasking

Tasking: Interview (b)(6), (b)(7)(C) did he make any incriminating statements to her? Does she have any tapes/photos from his flights?

**Summary of results**

(b)(6), (b)(7)(C) interviewed by SANCIS (b)(6), (b)(7)(C) and (b)(6), (b)(7)(C) of previous (b)(6), (b)(7)(C) closest friend - (b)(6), (b)(7)(C) very close to (b)(6), (b)(7)(C) email address obtained. Overheard at "Hare" - saw something in flight path and "pushed down". Overheard (b)(6), (b)(7)(C) conversation with Chaplin - insufficient training on low level flying.

Date completed: 27APR98

• **Task Number A14**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** New lead #2 in modified tasking

Tasking: Interview the cable car operator (Maurizio GARDENER); what did he do before and after; what did he see and hear; verify that he saw 20 live people on that cable car when it left his station ... get any documentation (receipts/ticket stubs) on this?

• **Task Number A15**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** New lead #3 in modified tasking

Tasking: Obtain a copy of whatever the Italians did to survey the site.

• **Task Number A16**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** New lead #4 in modified tasking

Tasking: . Obtain copies of whatever formal Italian reports are available on the more technical aspects of the cable system, car and houses; determine who owns the cable car system and what is it that he owns (cars, cable, houses, etc.)

• **Task Number A16a**

Assigned to NCIS (b)(6), (b)(7)(C)

**Originator:** New lead #4 in modified tasking

**Tasking:** What is the amount of damage to real property. Check with claim to SOFA on the dollar value for damages.

**Summary of results**

On 27APR98, Reporting Agent telephoned MA NCIS (b)(6), (b)(7)(C) USAF, Legal Office, they do not have that information here. Contact embassy in Rome-Sending State Office, MA NCIS (b)(6), (b)(7)(C) an attorney - handles NATO SOFA claims. DSN: NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) so speak with a NCIS (b)(6), (b)(7)(C)

Date completed: 27APR98

• **Task Number A16b**

Assigned to NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to A16a (New lead #4 in modified tasking)

**Tasking:** What is the amount of damage to real property. Check with claim to SOFA on the dollar value for damages. Contact Rome Embassy, Sending State Office, MA NCIS (b)(6), (b)(7)(C) an attorney - handles NATO SOFA claims. DSN: NCIS (b)(6), (b)(7)(C) Can also speak with NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C)

**Summary of results**

On 30APR98, SA NCIS (b)(6), (b)(7)(C) with MS NCIS (b)(6), (b)(7)(C) SO Rome, Italy and obtained a copy of the claims filed as of 27APR98 by the relatives of the Cermis air disaster victims.

Date completed: 30APR98

• **Task Number A17**

Assigned to NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel in modified 29MAR98 tasking

**Tasking:** Find a POC at the TOPSCENE simulator at Aviano AFB who can work with the trial team on "reproducing" the mishap flight. In simple terms, Trial Team wants to know if they can plot data from AWACS showing mishap flight's path/alt/speed, etc. ... into the TOPSCENE system in order to create a simulated flight for the members to view. If so, what do they need to complete that, and how do they copy that to video in order to present in court? As soon as you get a POC on this, let us know so we can pass to the Trial Team.

**Summary of results**

As background, POWERSCENE is a computer flight simulator that utilizes overhead imagery of actual (not simulated) geographic locations.

Powerscene points of contact at USAF Aviano are:

- Capt NCIS (b)(6), (b)(7)(C) USAF, DSN: NCIS (b)(6), (b)(7)(C)
- TSGT NCIS (b)(6), (b)(7)(C) USAF, DSN: NCIS (b)(6), (b)(7)(C)

Capt NCIS (b)(6), (b)(7)(C) identified TSGT NCIS (b)(6), (b)(7)(C) as the actual hands on expert in the regards to POWERSCENE. Capt NCIS (b)(6), (b)(7)(C) stated that he will be the only person dedicated to reconstructing the mishap flight on POWERSCENE. Capt NCIS (b)(6), (b)(7)(C) that the POWERSCENE videotape that was previously made by the USMC JAGMAN board was flown by Capt NCIS (b)(6), (b)(7)(C), and was based on rough estimations and 10 meter resolution imagery.

Date completed: APR/MAY98

• **Task Number A18**

Assigned to NCIS (b)(6), (b)(7)(C)

**Originator:**

**Tasking:** Coordinate with magistrate and U. S. Embassy regarding the interview of Italian witnesses by NCIS. Facilitate delivery of JAGMAN enclosures to magistrate.

**Summary of results**

On 30APR98, SA NCIS (b)(6), (b)(7)(C) with MS NCIS (b)(6), (b)(7)(C) Rome, Italy, and obtained a copy of the letter sent to magistrate NCIS (b)(6), (b)(7)(C) the interview of Italian witnesses.

Date completed: 01MAY98

• **Task Number A19**

Assigned to: \_\_\_\_\_

**Originator:** 15APR98 Trial Counsel email.

Tasking: Determine if magistrate will allow defense to interview Italian witnesses.

• **Task Number A20**

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** 15APR98 Trial Counsel/Briant email.

Tasking: Coordinate with USMC Survey Crew to survey incident site.

**Summary of results**

Provided Marine Topo team, Lt Showziller, with assistance in Cavalese and provided him with witness names and locations.

• **Task Number A21**

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** 14APR98 Trial Counsel email.

Tasking: Obtain a copy of the final Italian site survey from the Trento magistrate.

**Summary of results**

Met with magistrate 24APR98 in Trento, Italy will not provide any documents until rogatory's are received from Rome.

Date completed: 24APR98

• **Task Number A22**

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** 12APR98 Trial Counsel email.

Tasking: Check Cavalese hotels to determine if any Q-2 aviators stayed in the area of the ski resort.

**Summary of results**

Inquiries were conducted by the Italian Carabinieri with negative results.

• **Task Number A23**

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** 12APR98 Trial Counsel email.

Tasking: Interview NCIS (b)(6), (b)(7)(C), (Q-4) who, along with Capt NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) of Q-4, NCIS (b)(6), (b)(7)(C) mates. Inquire about NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) the 72 hour history....discussions before and after the flight. Any information regarding video tapes - were they aware of the NCIS (b)(6), (b)(7)(C)

**Summary of results**

Very good friends with NCIS (b)(6), (b)(7)(C) is a play on last names, ie NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) words to effect of "I saw a line come up in my face and I pushed over it to avoid it", explaining he meant "bunting", ie, below the line NCIS (b)(6), (b)(7)(C) (I) "if pilot had been screwing around he caused the deaths, he'd have to come out and tell the truth NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) but spoke with her after the incident. Also has NCIS (b)(6), (b)(7)(C) (US) on base at Aviano, and NCIS (b)(6), (b)(7)(C) at electric company in Morehead city, NC (NFI). Probably with her NCIS (b)(6), (b)(7)(C) close with USMC Capt NCIS (b)(6), (b)(7)(C) former pilot, Now on MEU.  
Date completed: 22APR98

• **Task Number A23a**

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** 12APR98 Trial Counsel email.

Tasking: Interview Capt NCIS (b)(6), (b)(7)(C) (Q-4) who, along with NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) of Q-4, NCIS (b)(6), (b)(7)(C) mates. Inquire about NCIS (b)(6), (b)(7)(C) Track the 72 hour history....discussions before and after the flight. Any information regarding video tapes - were they aware of the NCIS (b)(6), (b)(7)(C)

**Summary of results**

Very little knowledge [redacted] [redacted] in the social circles. Is part owner of "confusions", a snow board company in WA(?). Different origins and all signs for crew [redacted] [redacted] statement. No videotape info. No rites of passage in [redacted] [redacted] area of incident on a chart in ready room after incident (shortly). Gave [redacted] [redacted] early room [redacted] [redacted] he thought he saw a yellow gondola and (some) cables were [redacted] (I) they hit cables and climbed away from mountain. Interesting comments on Radalt, see end of page 3- statement.  
Date completed: 23APR98

• **Task Number A23b**

Assigned [redacted] [redacted]

Originator: 12APR98 Trial Counsel email.

Tasking: Interview [redacted] [redacted] (Q-4) who, along with [redacted]

[redacted] [redacted] of Q-4, [redacted] [redacted] mates. Inquire about [redacted] [redacted] [redacted] the 72 hour history....discussions before and after the flight. Any information regarding video tapes - were they aware of the [redacted]

**Summary of results**

Limited knowledge of each. Heard about "beautiful scenery" of low levels, no mention of Cermis. 1000' limit been USMC rule since Yuma crash in '96. No reason to suspect pilot and ECMO 1 screwed around but it appears the best explanation. No comments from any of the crew to (I) . (I) flew this aircraft earlier that day, no RADALT problems. Heard rumors that backseaters had "no clue".  
Date completed: 24APR98

• **Task Number A23c**

Assigned [redacted] [redacted]

Originator: 12APR98 Trial Counsel email.

Tasking: Interview [redacted] [redacted] (Q-4) who, along with Cap [redacted]

[redacted] [redacted] of Q-4, [redacted] [redacted] mates. Inquire about [redacted] [redacted] [redacted] the 72 hour history....discussions before and after the flight. Any information regarding video tapes - were they aware of the [redacted]

**Summary of results**

Very limited knowledge of all but [redacted] best friend Cap [redacted] Q4 call signs from true name [redacted] [redacted] [redacted] and elsewhere a lot after the mishap. [redacted] [redacted] visited here [redacted] [redacted] with his friends and what he told [redacted] [redacted] being space cowboys or flat hatting - intends to write a book on it. (I) has #4 tape. 2 still in cockpit. Classified  
Date completed: 24APR98

• **Task Number A23d**

Assigned [redacted] [redacted]

Originator: [redacted] [redacted] of 22APR98/follow up to A23 series

Tasking: [redacted] [redacted]

[redacted] [redacted]

**Summary of results**

On 25 APR98, searched Infospace (www.infospace.com) for any information on [redacted] [redacted] [redacted] [redacted] found. Searched www.whowhere.com for any information on them. Found [redacted] [redacted] [redacted] [redacted]

• **Task Number A23e**

Assigned [redacted] [redacted]

Originator: follow up to A23 series

Tasking: According [redacted] [redacted] [redacted] co-owner of a snowboard company "Confusion", Seattle, WA. Research company phone numbers and information.

**Summary of results**

No information found on WWW. Infospace.com; no information on yp1-gte-net; no business with the word "Confusion", in its title is listed under sporting goods in Washington state and California (under the GTE net), and there is only skateboard company in California with the name "Confusion" in it - Confusion Skateboards, Oakland, Ca (510) 530-2355.

Date completed: 25APR98

- **Task Number A24 (same tasking as A26)**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Briant email of 21APR98

**Tasking:** Contact Aviano AFB MWR in an effort to determine if any Q-2 aviators participated in any ski trips to the Cavalese area.

\* Aviano ski club. Need to contact Sgt. NCIS (b)(6), (b)(7)(C)

**Summary of results**

Contacted ITT- they have not sponsored any ski trips to Cavalese. Contacted outdoor recreation-they do not offer ski trips.

NCIS (b)(6), (b)(7)(C) Carines member of ski club, did not go on trips or participate in club activities.

Date completed: 29APR98

- **Task Number A25**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** 22APR98 phonecon with Briant and Trial Counsel

**Tasking:** Process cockpit and mishap aircraft. Seize and forward appropriate evidence for forensic analysis. Seize cable particles from the damaged aircraft. Seize selective parts of aircraft and cable (RADALT and Gauge not needed).

**Summary of results**

On 01JUN98, an examination of the mishap aircraft was conducted by NCIS. Photographic coverage of the examination was provided. Seized Items of an evidentiary value ( items A through AA) were mailed registered to CALE.

Date completed: 02JUN98

- **Task Number A25a**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel

**Tasking:** Obtain from Italian authorities the Gondola, personnel effects of victims, and other material deemed appropriate, and place into the NCIS evidence custody system. Make arrangements to transport the said items from Cavalese, Italy, to Aviano, AFB, Italy. Make preparations for the items to be airlifted from Aviano to Camp Lejeune, N.C. and taken into custody by CALE.

**Summary of results**

On 03JUN98, NCIS (b)(6), (b)(7)(C) the Gondola, cable and other assorted items from Italian authorities in Cavalese, Italy. The Air Force 31<sup>st</sup> Transportation unit transported the items to Aviano AFB, Italy. The items were then packaged for transport by aircraft, by the 31<sup>st</sup> Trans. The items were maintained in the NCIS evidence custody system during the whole evolution. Victims' personal items were not seized by SA NCIS (b)(6), (b)(7)(C) Carabinieri officials having already destroyed them.

Date completed: 04JUN98

- **Task Number A26 (same tasking as A24)**

**Assigned to:** completed

**Originator:** 22APR98 phonecon with Briant and Trial Counsel

**Tasking:** Conduct interviews and record reviews at USAF MWR facilities in an effort to determine if members of the MISHAP crew skied at the Cavalese resort.

- **Task Number A27**

**Assigned to:** Lynch

**Originator:** 22APR98 phonecon with Briant and Trial Counsel

Tasking: Interview [redacted] (b)(6), (b)(7)(C), Q-4 flight surgeon regarding the MISHAP crew.

**Summary of results**

Interviewed 27APR98 [redacted] (b)(6), (b)(7)(C) at USAF Aviano on 07FEB98 and was medical advisor to the JAGMAN [redacted] (b)(6), (b)(7)(C) [redacted] (b)(6), (b)(7)(C) was the VMAQ-2 flight surgeon [redacted] (b)(6), (b)(7)(C) very concerned about disclosing privileged information. IA completed 29APR98.

• **Task Number A28**

Assigned [redacted] (b)(6), (b)(7)(C)

**Originator:** 22APR98 Briant email

Tasking: Research Q-2 phone records in an effort to determine if records exist regarding phone calls the accused made following the incident.

**Summary of results**

Obtained telephone toll records from telephone where crew resided (hooch's) as well as from USMC ready room. One documented fax by [redacted] (b)(6), (b)(7)(C) 23FEB98 from ready room. No record keeping system for Hooch calls.

Date completed: 28APR98

• **Task Number A28a**

Assigned [redacted] (b)(6), (b)(7)(C)

**Originator:** 27APR98 [redacted] (b)(6), (b)(7)(C) and phonecon

Tasking: Research email process, who owns the server that the marines use? Is it the Corps or the Air Force? Access if possible and identify what e-mails were sent and received by the crew. If emails of probative value are discovered, seize or make copies of whatever is necessary to include computer tapes. Advise if any tapes have been destroyed or taped over due to the passage of time.

**Summary of results**

- On 05MAY98, received VMAQ-4 CO's Permission to search squadron computers for any emails of probative value, however, all email accounts belonging to the mishap aircrew have already been deleted from the squadron server and the back-up tapes have since been overwritten. No emails for the mishap aircrew still exist locally in Aviano. It might still be possible to retrieve emails from the VMAQ-2 and G1 system administrators in Cherry Point, N.C. Some points of contact are listed in IA.

- In a follow up conversation with VMAQ-4 computer personnel on 06May98, determined that one of the VMAQ-4 backup tapes might be of evidentiary value. Tape was seized and entered into the NCISFO EUR evidence custody system. Cpl. Mendini, USMC, also stated that 4 complete back-up tapes were made of the VMAQ-2 server in Mid-Feb. These tapes were given to VMAQ-2 computer personnel SSGT Kevin Rapp and SSGT Jeffrey Campell. If one of these tapes could be retrieved from Rapp or Campell then the e-mails present on the server as of mid-Feb should be retrievable.

Date completed: 05MAY98

• **Task Number A29**

Assigned [redacted] (b)(6), (b)(7)(C)

**Originator:** 23APR98 [redacted] (b)(6), (b)(7)(C) also see Z of 29MAR98 memo)

Tasking: Interview COL [redacted] (b)(6), (b)(7)(C) USAF, XO, USAFE, who was previously at OSS, Aviano.

Determine how Q-2 initially became aware of the low level restrictions: Did they seek out the info; invited over by the USAF to get it; did they have to be reminded to come and get it; did the USAF have to beat them over the head with the importance of the info; did they appear to blow it off; who from Q-2 was involved in process; were there any additional discussions on the altitude limits after Q-2 received the info; when did this take place; when initially made aware that the info was available; did they come right over; when did they finally get it in their hands. (please take a statement).

**Summary of results**

1. In statement describes knowledge of Q-2 awareness of FCIF (p5, para 1 and 3), and LC [redacted] (b)(6), (b)(7)(C) comments to him on it which are allegedly quite different than those made to the mishap board. I.E., probable lies.
2. Provides references (several) to Q-2's knowledge of FCIF and other sources of knowledge of min. restrictions.

3. Asserted (referenced a letter by Watters) that USMC were absolutely and clearly aware of USMC 1000' restriction.
4. (I) guarantees that USMC had copy of FCIF.
5. As an F-16 (and other jets) pilot, ~~never (b)(6), (b)(7)(C)~~ deliberately be at his altitude.
6. Strongly recommends interview of an aviation psychologist, i.e., given the cable line just appearing "no pilot would push over" unless he intended to go under it.

Date completed: 29APR98

- **Task Number A30**

Assigned ~~NCIS (b)(6), (b)(7)(C)~~

**Originator:** Phonecon with TC's/24APR98

Tasking: Locate a bridge (over a stream) 5 miles west of the mishap site. Face East and photograph.

- **Task Number A31**

Assigned ~~NCIS (b)(6), (b)(7)(C)~~

**Originator:** Phonecon with TC's/24APR98

Tasking: Interview enlisted members of the Q4 maintenance shop regarding any knowledge of the "cable car club", or information regarding its existence.

**Summary of results**

Personnel from advance Q-4 maintenance shop had no pertinent info. Nineteen persons interviewed

Date completed: 01MAY98

- **Task Number A31a**

Assigned ~~NCIS (b)(6), (b)(7)(C)~~

**Originator:** Phonecon with TC's/24APR98 (subtasking of A31)

Tasking: Interview enlisted members (~~NCIS (b)(6), (b)(7)(C)~~) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

No info on cable car club. Identified ~~NCIS (b)(6), (b)(7)(C)~~ rounding up crews equipment following the landing. Identified ~~NCIS (b)(6), (b)(7)(C)~~ thought the crew was hot-dogging it.

Date completed 25APR98

- **Task Number A31b**

Assigned ~~NCIS (b)(6), (b)(7)(C)~~

**Originator:** Phonecon with TC's/24APR98 (subtasking of A31)

Tasking: Interview enlisted members (~~NCIS (b)(6), (b)(7)(C)~~) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

No info on cable car club. Identified ~~NCIS (b)(6), (b)(7)(C)~~ as having flown low enough to see skiers. Identified ~~NCIS (b)(6), (b)(7)(C)~~ a SSGT (Unknown) from maintenance control, a SGT (unknown

~~NCIS (b)(6), (b)(7)(C)~~ being present at the Mishap aircraft after it landed.

Date completed 25APR98

- **Task Number A31c**

Assigned ~~NCIS (b)(6), (b)(7)(C)~~

**Originator:** Phonecon with TC's/24APR98 (subtasking of A31)

Tasking: Interview enlisted members (~~NCIS (b)(6), (b)(7)(C)~~) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

No info on cable car club. Identified ~~NCIS (b)(6), (b)(7)(C)~~ saying something to the effect that when the accident initially happened, they thought they had hit a bird but found out sometime after returning that they had hit a cable.

Date completed 25APR98

• **Task Number A31d**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: Phonecon with TC's/24APR98 (subtasking of A31)

Tasking: Interview enlisted members [redacted] (b)(6), (b)(7)(C) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

No info on cable car club. Identified CPI [redacted] (b)(6), (b)(7)(C) present at the Mishap aircraft after it landed.

Date completed 25APR98

• **Task Number A31e**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: 28AN [redacted] (b)(6), (b)(7)(C) (see task A31c)

Tasking: Reinterview [redacted] (b)(6), (b)(7)(C) Q-4, regarding additional details concerning [redacted] (b)(6), (b)(7)(C) address to members of the Q-4 squadron. Include, when, where, circumstances, attendees, requested/impromptu, recorded or notes taken.

**Summary of results**

29APR [redacted] (b)(6), (b)(7)(C) interviewed and provided amplifying details indicating the brief may have been 13FEB98, and believed it occurred after the CO or XO spoke.

Date completed: 30APR98

• **Task Number A31f**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: 28AN [redacted] (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness [redacted] (b)(6), (b)(7)(C) briefed some Q-4 squadron members regarding the Mishap. Interview Q-4 [redacted] (b)(6), (b)(7)(C) when and where was the brief conducted. How did it come about, was it requested, [redacted] (b)(6), (b)(7)(C), was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what [redacted] (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

[redacted] (b)(6), (b)(7)(C) interviewed on 01MAY98, but had no knowledge [redacted] (b)(6), (b)(7)(C) address to VMAQ-4 personnel at the HAS. (IA)

Date completed: 01MAY98

• **Task Number A31g**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: 28AN [redacted] (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness [redacted] (b)(6), (b)(7)(C) briefed some Q-4 squadron members regarding the Mishap. Interview Q-4, Safety officer. When and where was the brief conducted. How did it come about, was it requested, [redacted] (b)(6), (b)(7)(C), was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what [redacted] (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

Safety officer is Capt [redacted] (b)(6), (b)(7)(C) provided sworn statement. Has flown AV047 during end of last deployment, he believes at 500ft. Route dotted with villages and ski resorts. Knows [redacted] (b)(6), (b)(7)(C) Nothing [redacted] (b)(6), (b)(7)(C) of reputation. Was present at formation with [redacted] (b)(6), (b)(7)(C). Only thanked crowd and reassured that did nothing wrong. No notes taken or recorded.

Date completed: 05MAY98

• **Task Number A31h**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: 28AN [redacted] (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness [redacted] (b)(6), (b)(7)(C) briefed some Q-4 squadron members regarding the Mishap. Interview Q-4, Executive officer. When and where was the brief conducted. How did it come about, was it requested, [redacted] (b)(6), (b)(7)(C), was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what [redacted] (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of Results**

VMAQ-4 XO was interviewed on 29APR98, but could not provide any information relative to [redacted] (b)(6), (b)(7)(C) VMAQ-4 squadron address. IA typed 30APR98.

Date completed: 30APR98

• **Task Number A31i**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** 28AN [redacted] (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness [redacted] (b)(6), (b)(7)(C) interviewed some Q-4 squadron members regarding the Mishap. Interview Q-4, Ops officer. When and where was the brief conducted. How did it come about, was it requested, [redacted] (b)(6), (b)(7)(C) or, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what [redacted] (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

29APR98-Conducted interview of MA [redacted] (b)(6), (b)(7)(C) USMC, VMAQ-4 OPS officers [redacted] (b)(6), (b)(7)(C) knowledge regarding [redacted] (b)(6), (b)(7)(C) briefed brief.

Date completed: 29APR98

• **Task Number A31j**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** 28AN [redacted] (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness [redacted] (b)(6), (b)(7)(C) interviewed some Q-4 squadron members regarding the Mishap. Interview Q-4, [redacted] (b)(6), (b)(7)(C) When and where was the brief conducted. How did it come about, was it requested, [redacted] (b)(6), (b)(7)(C) or, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what [redacted] (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

On 01-02MAY98, Reporting Agent made several unsuccessful attempts to interview CA [redacted] (b)(6), (b)(7)(C) USMC. On three occasions, [redacted] (b)(6), (b)(7)(C) to make his appointments. He flew out on 02MAY98 to testify at CA [redacted] (b)(6), (b)(7)(C) 32 hearing without advising reporting agent. Date of return is unknown.

Date completed: 02MAY98

• **Task Number A31k**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** 28AN [redacted] (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness [redacted] (b)(6), (b)(7)(C) interviewed some Q-4 squadron members regarding the Mishap. Interview Q-4, MA [redacted] (b)(6), (b)(7)(C) When and where was the brief conducted. How did it come about, was it requested, [redacted] (b)(6), (b)(7)(C) or, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what [redacted] (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

[redacted] (b)(6), (b)(7)(C) present during brief, held a few weeks after the mishap, near the HAS (hardened aircraft shelter). According to [redacted] (b)(6), (b)(7)(C) stated they were on an authorized low-level mission [redacted] (b)(6), (b)(7)(C) altitude restrictions in general for low-level is 1000ft AGL. Anything lower than that is a violation. Pilots are aware of ski resorts while flying above mountain ranges.

Date completed: 04MAY98

• **Task Number A311**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** 28AN [redacted] (b)(6), (b)(7)(C)

Tasking: Interview enlisted members [redacted] (b)(6), (b)(7)(C) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

[redacted] (b)(6), (b)(7)(C) interviewed [redacted] (b)(6), (b)(7)(C) answering questions at a command general meeting regarding the Mishap. Also [redacted] (b)(6), (b)(7)(C) say that the Mishap crew had felt a thump when the accident occurred.

Date completed: 26APR98

• **Task Number A31m**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: 28A NCIS (b)(6), (b)(7)(C) (see task A31l)

Tasking: Reinterview NCIS (b)(6), (b)(7)(C)-4, regarding additional details concerning NCIS (b)(6), (b)(7)(C) address to members of the Q-4 squadron. Include, when, where, circumstances, attendees, requested/impromptu, recorded or notes taken.

**Summary of results**

NCIS (b)(6), (b)(7)(C) on routine formation between 20-25 FEB 98. NCIS (b)(6), (b)(7)(C) spoke to command. Stated how sorry he was, and how he had felt a "thump" looked out the window to see all the damage. Few days before the formation, an informal gathering, where NCIS (b)(6), (b)(7)(C) stated that he was sorry, and the aircraft had no hydraulics after the mishap. No mention of altitudes, gondolas, ski resorts.  
Date completed: 30APR98

• **Task Number A31n**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: 29APR98 Briant email

Tasking: In task A31b, NCIS (b)(6), (b)(7)(C) (Maintenance) identified NCIS (b)(6), (b)(7)(C) (Aviator) as having flown low enough on Q-4 previous deployment to Aviano, to see skiers. Interview NCIS (b)(6), (b)(7)(C) regarding low level flights, knowledge of ski areas etc.

**Summary of results**

Q-2 aggressive flying reputation. E.g. of low-level transitionals over base perimeter road "blowing" over a guy with a camcorder in Germany. CAPT NCIS (b)(6), (b)(7)(C) knows the pilot's name. This NCIS (b)(6), (b)(7)(C) aggressive, suggest interviewing (I) NCIS (b)(6), (b)(7)(C) told (I) he was thankful he didn't actually take photos with his camera. They seized but returned his camera after confirming no photos had been taken. NCIS (b)(6), (b)(7)(C) told (I) after seeing damage in aircraft they concluded they hit CAPT NCIS (b)(6), (b)(7)(C) allegedly had many conversations with NCIS (b)(6), (b)(7)(C) Capts NCIS (b)(6), (b)(7)(C) went through flight school. NCIS (b)(6), (b)(7)(C) than stellar opinion. NCIS (b)(6), (b)(7)(C)

• **Task Number A31o**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: Phonecon with TC's/24APR98/subtask of A31

Tasking: Interview enlisted members of the Q4 maintenance shop (GY NCIS (b)(6), (b)(7)(C) regarding any knowledge of the "cable car club", or information regarding its existence.

**Summary of results**

GY NCIS (b)(6), (b)(7)(C) stated he assisted in the move of the Mishap aircraft from HAS 2-1-to HAS T -29. NCIS (b)(6), (b)(7)(C) the pilot's cockpit temporarily moved camera bag and flight bag but did not tamper with either.  
Date completed: 28APR98

• **Task Number A31p**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: TC email/01MAY98/subtask of A31b

Tasking: Reinterview NCIS (b)(6), (b)(7)(C) who was present during the launch of the Mishap aircraft. He was on the Q-4 advance apparently learning the ropes from the Q-2 guys. See if he remembers the launch being delayed, and if so, does he know why. Does he remember something being delivered to the aircrew. Does he remember the vehicle which reportedly pulled out near the area. Does he know or remember who the person was that delivered whatever?

**Summary of results**

(I) provided statement of denial - Was not part of the launch. No knowledge of launch delay or any delivery.  
Date completed: 04MAY98

• **Task Number A31q**

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98

**Tasking:** In tasking A-31 series [redacted] provided a list of others who were present [redacted] informal brief to Q-4 personnel. Conduct screening interviews to determine if Q-4 maintenance personnel [redacted] NCIS (b)(6), (b)(7)(C)

have any knowledge of, or information pertaining to this meeting.

**Summary of results**

All persons denied knowledge of informal brief. [redacted] not interviewed -transferred 10MAR98 to NMITC [redacted] provided additional info during screening interview to his 25APR statement.

NCIS (b)(6), (b)(7)(C) him he was unhappy at way this was being handled by top brass.

Date completed: 02MAY98

• **Task Number A31r**

**Assigned to:** [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98( subtask of A31)

**Tasking:** Interview enlisted members of the Q4 maintenance shop [redacted] regarding any knowledge of the "cable car club", or information regarding its existence.

**Summary of results**

NCIS (b)(6), (b)(7)(C) statements made by [redacted] Address to squadron, reputation of [redacted] pertinent info regarding Cable car club.

Date completed: 02MAY98

• **Task Number A32**

**Assigned to:** [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecon with [redacted] NCIS (b)(6), (b)(7)(C) 24APR98

**Tasking:** Research the manner in which Italians prepare Verballi. Ascertain if verballi are sworn to and what the seals and signatures mean.

**Summary of results**

Signed, sworn statement provided by IOS [redacted] attesting to the fact that Italian Verballi are not sworn to. Also explained are seals and signatures.

Date completed: 28APR98

• **Task Number A33**

**Assigned to:** Conducted by Trial counsel 26OCT98/Defense counsel 27OCT98

**Originator:** Phonecon with TC's /25APR98

**Tasking:** Research the possibilities of obtaining a video tape of the mishap route utilizing an Italian helicopter.

• **Task Number A34**

**Assigned to:** [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** Italian Magistrate

**Tasking:** Determine status of three letters written by magistrate [redacted] 1-to 31<sup>st</sup> FW, 2-to Gen [redacted] to Cap [redacted] pending State, U.S. Embassy. Provide status to [redacted] NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C) forward to the magistrate. See IA of 24APR98 - Results of contact with [redacted] NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C)

**Summary of results**

LCOL [redacted] USAF, SJA and MAJ [redacted] [redacted] CAPT [redacted]

NCIS (b)(6), (b)(7)(C) is sending an express mail package to the magistrate that were to be asked of mishap flight crew and enclosures to JAGMAN investigation. Should resolve the magistrate's inquiries.

Date completed: 29APR98

• **Task Number A35**

**Assigned to:** [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** [redacted] NCIS (b)(6), (b)(7)(C) 27APR98

Tasking: Interview any USAF personnel who may have had direct contact with the MISHAP crew in the hour immediately following landing (focus on Security dept personnel).

**Summary of results**

The following personnel were present/involved at/with the recovery of the mishap EA-6B aircraft:

-Fire dept personnel

**-Security dept personnel**

-Command Post personnel

-EOD personnel

-Transalert (crash recovery) personnel

-wing safety personnel (TSGT [redacted] NCIS (b)(6), (b)(7)(C))

-Duty photographer

-The "sweeper" (NCIS (b)(6), (b)(7)(C))

-medical personnel (ambulance, clinic, hospital, etc)

- Interviewed 1st LT [redacted] NCIS (b)(6), (b)(7)(C) USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft. [redacted] NCIS (b)(6), (b)(7)(C) confirmed earlier statements. [redacted] NCIS (b)(6), (b)(7)(C) added nothing of significance.

- Interviewed [redacted] NCIS (b)(6), (b)(7)(C) SSGT [redacted] NCIS (b)(6), (b)(7)(C) Both were present at the recovery of the mishap EA-6b aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed [redacted] NCIS (b)(6), (b)(7)(C) AMN [redacted] NCIS (b)(6), (b)(7)(C) USAF, member of the Aviano Base security force. [redacted] NCIS (b)(6), (b)(7)(C) involved in providing security to the mishap aircraft while it was in hangar #2.

NCIS (b)(6), (b)(7)(C) interviewed 1st LT [redacted] NCIS (b)(6), (b)(7)(C) USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft. [redacted] NCIS (b)(6), (b)(7)(C) confirmed earlier statements. [redacted] NCIS (b)(6), (b)(7)(C) added nothing of significance.

- Interviewed [redacted] NCIS (b)(6), (b)(7)(C) SSGT [redacted] NCIS (b)(6), (b)(7)(C) Both were present at the recovery of the mishap EA-6b aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed [redacted] NCIS (b)(6), (b)(7)(C) AMN [redacted] NCIS (b)(6), (b)(7)(C) USAF, member of the Aviano Base security force. [redacted] NCIS (b)(6), (b)(7)(C) involved in providing security to the mishap aircraft while it was in hangar #2.

NCIS (b)(6), (b)(7)(C) interviewed TSGT [redacted] NCIS (b)(6), (b)(7)(C) USAF, security [redacted] NCIS (b)(6), (b)(7)(C) added to the incident and was on scene when the mishap aircraft was recovered. [redacted] NCIS (b)(6), (b)(7)(C) interact with the mishap crew.

- interviewed 1st LT [redacted] NCIS (b)(6), (b)(7)(C) [redacted] NCIS (b)(6), (b)(7)(C) added security to the mishap aircraft on the morning of 04FEB98. [redacted] NCIS (b)(6), (b)(7)(C) added some amplifying information on the security provided the mishap aircraft at hangar #2.

- interviewed SRM [redacted] NCIS (b)(6), (b)(7)(C) [redacted] NCIS (b)(6), (b)(7)(C) added security to the mishap aircraft on the afternoon of 04FEB98. [redacted] NCIS (b)(6), (b)(7)(C) added info about U.S. and Italian personnel inventorying the contents of the mishap aircrew's cockpit on 04FEB98.

- interviewed SRM [redacted] NCIS (b)(6), (b)(7)(C) [redacted] NCIS (b)(6), (b)(7)(C) added security to the mishap aircraft at hangar #2 on the morning of 04FEB98.

- interviewed AMN [redacted] NCIS (b)(6), (b)(7)(C) [redacted] NCIS (b)(6), (b)(7)(C) added security to the mishap aircraft late on the 03FEB98 and into the morning of 04FEB98. [redacted] NCIS (b)(6), (b)(7)(C) added amplifying info on the security of the mishap aircraft at hangar #2.

- interviewed SSGT [redacted] NCIS (b)(6), (b)(7)(C) [redacted] NCIS (b)(6), (b)(7)(C) added physical security to the mishap aircraft after it landed on 03FEB98. [redacted] NCIS (b)(6), (b)(7)(C) added amplifying details on the security provided the mishap aircraft.

- interviewed COL [redacted] NCIS (b)(6), (b)(7)(C) USAF, 31st Fighter Wing Logistics group commander. [redacted] NCIS (b)(6), (b)(7)(C) identified as being present at hangar #2 when the mishap aircraft was transferred. [redacted] NCIS (b)(6), (b)(7)(C) present and hangar #2 and saw the mishap aircraft being towed and secured. [redacted] NCIS (b)(6), (b)(7)(C) did not speak to mishap crew or USMC personnel and had nothing further to add.

- interviewed [redacted] NCIS (b)(6), (b)(7)(C) USAF, 31st operational support group, deputy commander. [redacted] NCIS (b)(6), (b)(7)(C) identified as being present at the recovery of the mishap aircraft on 03FEB98. [redacted] NCIS (b)(6), (b)(7)(C) stated that he was TDY from 01-07FEB98 and not present at the recovery.

- Interviewed TSGT [redacted] NCIS (b)(6), (b)(7)(C) USAF, Aviano security force. [redacted] NCIS (b)(6), (b)(7)(C) on duty in the central security control (CSC) on the afternoon of 03FEB98. [redacted] NCIS (b)(6), (b)(7)(C) confirmed info given in previous screening interviews of Aviano security force personnel.

-Interviewed MSGT [redacted] (b)(6), (b)(7)(C) USAF, Aviano security force [redacted] (b)(6), (b)(7)(C) provided info about the 04FEB98 security of the mishap aircraft given in previous screening interviews of Aviano security force personnel.

-On 04MAY98, MSGT [redacted] (b)(6), (b)(7)(C) provided copies of all pertinent Aviano security force desk blotters and duty rosters concerning security force operations in support of the mishap aircraft. [redacted] (b)(6), (b)(7)(C) provided copies of all visitor registration log sheets (form 1109) that base security force personnel compiled while providing security to the mishap aircraft.

-On 06MAY98, MSGT [redacted] (b)(6), (b)(7)(C) USAF, from the Aviano Control Post was interviewed. [redacted] (b)(6), (b)(7)(C) provided copies of the control post logs for 03FEB98. The control post monitors many base frequencies and communication lines. The CP saved the tape for 03FEB98 for over 2 months expecting the Board to request it. When nobody asked for it, it was re-used. No significant leads were developed from the interview or log entries. [redacted] (b)(6), (b)(7)(C) that the CP was not a big player in this emergency because it was a USMC asset.

Date completed: 06MAY98

• **Task Number A35a**

Assigned to [redacted] (b)(6), (b)(7)(C)

Origin [redacted] (b)(6), (b)(7)(C) [redacted] (b)(6), (b)(7)(C) APR98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF fire dept personnel** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

IA written with statements as enclosures. SSGT [redacted] (b)(6), (b)(7)(C) statement that crew repeatedly tried to get into cockpit after landing "for the map". Never did. Yet (I) saw pilot with the "Map" later on. Aircraft commander had been "pushy" about it. No one accessed cockpit while on runway. USMC maintenance people only did so after it was moved. Said they thought they hit a tower when asked. Crew spoke with [redacted] (b)(6), (b)(7)(C)

[redacted] (b)(6), (b)(7)(C) Additional screening found no additional details.

Date completed: 05MAY98

• **Task Number A35b**

Assigned to [redacted] (b)(6), (b)(7)(C)

Origin [redacted] (b)(6), (b)(7)(C) [redacted] (b)(6), (b)(7)(C) APR98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF EOD personnel** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

Interviews conducted of EOD personnel. No contact with crew or observed crew go to cockpit. SSGT [redacted] (b)(6), (b)(7)(C) said that he was told by EOD colleagues (he provided names) following the mishap, that they had recently skied at the Cermis ski resort.

Date completed: 04MAY98

• **Task Number A35c**

Assigned to [redacted] (b)(6), (b)(7)(C)

Origin [redacted] (b)(6), (b)(7)(C) [redacted] (b)(6), (b)(7)(C) APR98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF medical personnel** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

-VMAQ-4 flight surgeon, LT [redacted] (b)(6), (b)(7)(C) stated that VMAQ-2 ambulance was first and only ambulance on the scene. None of the personnel from the ambulance crew are available in Aviano. All other medical personnel see tasking .

-STATEMENT taken from SRA [redacted] (b)(6), (b)(7)(C) Lab tech, 31<sup>st</sup> medical group, Aviano, [redacted] (b)(6), (b)(7)(C) [redacted] (b)(6), (b)(7)(C) that he hoped it wasn't a Gondola they had hit.

-Results of Interview of SRA [redacted] NCIS (b)(6), (b)(7)(C) lab tech, on duty with Dent on 03Feb98. Only heard NCIS (b)(6), (b)(7)(C) that they had hit something, but did not know what.

-Results of Interview USAF Major [redacted] NCIS (b)(6), (b)(7)(C) Chief of Mental Health clinic. Was among the first to interview the crew after they has spoken to Lt. [redacted] NCIS (b)(6), (b)(7)(C) states they did not know what they had hit. Were visibly upset when informed [redacted] NCIS (b)(6), (b)(7)(C) there had been casualties and children involved. She does not feel that they had put together a story.

Date completed: 07MAY98

• **Task Number A35d**

Assigned [redacted] NCIS (b)(6), (b)(7)(C)

Origin [redacted] NCIS (b)(6), (b)(7)(C) APR98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF Transalert (crash recovery) personnel** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

Screening interviews were conducted: No pertinent info (IA written). SRA [redacted] NCIS (b)(6), (b)(7)(C) and SRA [redacted] NCIS (b)(6), (b)(7)(C) are TDY at Zaragoza AFB, Spain till 15MAY.

Date completed: 05MAY98

• **Task Number A35e**

Assigned [redacted] NCIS (b)(6), (b)(7)(C)

Origin [redacted] NCIS (b)(6), (b)(7)(C) APR98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF wing safety personnel, including TSCC** [redacted] NCIS (b)(6), (b)(7)(C) who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

Interviewed and obtained a statement from TSCC [redacted] NCIS (b)(6), (b)(7)(C) stated he had contact with the MISHAP aircrew - the pilot stated to him his aircraft had hit a cable during a low level training mission. [redacted] NCIS (b)(6), (b)(7)(C) stated to the best of his knowledge the only personnel that had direct contact with the Mishap crew were the ISIB member [redacted] NCIS (b)(6), (b)(7)(C) he did not see any member of the Mishap crew attempt to return to the aircraft.

Date completed: 29APR98

• **Task Number A35f**

Assigned [redacted] NCIS (b)(6), (b)(7)(C)

Origin [redacted] NCIS (b)(6), (b)(7)(C) APR98 (subsection of A35)

Tasking: Conduct a screening interview of [redacted] NCIS (b)(6), (b)(7)(C) "Crewsweeper", for the Mishap flight, who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if he had contact with the Mishap crew and if he observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

Observed crew exit the aircraft - nothing in hands. Observed USMC personnel access cockpit prior to being moved to Bravo. Crew did not access cockpit.

Date completed: 05MAY98

• **Task Number A35g**

Assigned [redacted] NCIS (b)(6), (b)(7)(C)

Origin [redacted] NCIS (b)(6), (b)(7)(C) APR98 (sub-tasking of A35a)

Tasking: Conduct screening interviews of **USAF fire dept personnel (SRA** [redacted] NCIS (b)(6), (b)(7)(C) who may have had direct contact with the MISHAP crew in the hour immediately following landing.

Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

29Apr98 - Chiapetta provided a statement relative to his 03FEB98 response to the EA-6B IFE. One of the mishap crew members told Chiapetta that they hit a "power tower or antennae tower". The aircrewman also attempted to re-enter the cockpit.

Date completed: 29APR98

• **Task Number A35h**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: 30APR98 TC email

Tasking: An individual (Easly) who had worked in the 31CES, Power Production Shop (x7162/8215), related that an Italian in his shop had translated a TV piece, which reported this wasn't the first time the crew had flown under the wire. Attempt to identify and interview this individual

**Summary of results**

Giancarlo [redacted] (b)(6), (b)(7)(C) located and interviewed. Recalled TV newscast, however, it did not report previous instances of flying under the cable car system. IA written.

Date completed: 05MAY98

• **Task Number A35i**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: [redacted] (b)(6), (b)(7)(C) 27APR98 subtask of A35

Tasking: Interview any USAF personnel who may have had direct contact with the MISHAP crew in the hour immediately following landing (**focus on Security dept personnel - MSGT [redacted] (b)(6), (b)(7)(C) USAF**).

**Summary of results**

-Interviewed MSGT [redacted] (b)(6), (b)(7)(C) Superintendent of weapons system security at Aviano air base about his knowledge of the base security following the recovery of the mishap EA-6B aircraft. Statement was taken.

Date completed: 05APR98

• **Task Number A35j**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: [redacted] (b)(6), (b)(7)(C) 27APR98 subtask of A35

Tasking: Interview any USAF personnel who may have had direct contact with the MISHAP crew in the hour immediately following landing (**focus on Security dept personnel - CAPT [redacted] (b)(6), (b)(7)(C) USAF**).

**Summary of results**

-interviewed Capt [redacted] (b)(6), (b)(7)(C) USAF, operations officer for the Aviano Base security force. Capt [redacted] (b)(6), (b)(7)(C) outlined the security actions taken following the recovery of the mishap aircraft and all of the other actions taken to date. Statement taken.

Date completed: 05APR98

• **Task Number A35k**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: [redacted] (b)(6), (b)(7)(C) 27APR98 (subsection of A35 and subtask to A35a)

Tasking: Conduct screening interviews of USAF fire dept personnel (TSgt [redacted] (b)(6), (b)(7)(C)) who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

TSgt [redacted] (b)(6), (b)(7)(C) provided statement stating he saw a crew member return to the cockpit while the aircraft was still on Charlie taxiway.

Date completed: 05MAY98

• **Task Number A36**

Assigned to: [redacted] (b)(6), (b)(7)(C)

**Originator:** Brant email on 27APR98

Tasking: Obtain a copy of MRE rule 902(3) regarding foreign public documents

**Summary of results**

902(3) obtained from 31FW SJA. Anthony Datilla, LCOL, 276-46-7305, SJA 31<sup>st</sup> fighter wing and MAJ Traci Guariniella, 378-78-2146, Attorney, 31FW.

• **Task Number A36a**

**Assigned** NCIS (b)(6), (b)(7)(C)

**Originator:** Brant email on 27APR98

Tasking: Contact USAF SJA office to determine if USAF JAGC personnel have ever exercised the provision for the embassy or consulate to certify verballi as foreign public documents under rule 902(3).

**Summary of results**

On 29MAR98, contact was made with LCOL Detillo USAF, SJA and MAJ Traci Guarinello. Both COL Detillo and Guarinello have never exercised this provision and have no knowledge of this being done.

Date completed: 29APR98

• **Task Number A36b**

**Assigned** NCIS (b)(6), (b)(7)(C)

**Originator:** NCIS (b)(6), (b)(7)(C) on 27APR98

Tasking: Request that TSO EU/SWA research TSO cases to determine if Navy JAGC has ever utilized verballi as foreign public documents under rule 902(3).

**Summary of results**

29APR98 - Request faxed to NCIS (b)(6), (b)(7)(C) SO, NLSO, Naples, Italy NCIS (b)(6), (b)(7)(C) telephonically with LCDR NCIS (b)(6), (b)(7)(C) (SO XO) later in the day NCIS (b)(6), (b)(7)(C) that they had no experience in such matters and had no knowledge of previous efforts to have Italian documents entered as such.

Date completed: 29APR98

• **Task Number A36c**

**Assigned** NCIS (b)(6), (b)(7)(C)

**Originator:** NCIS (b)(6), (b)(7)(C) on 27APR98

Tasking: Contact USSO (U.S. Embassy Rome) to determine if sending state had ever certified verballi as foreign public records under rule 902(3). Determine if a separate inquiry with the U.S. consulate in Florence, Milan or Naples is required.

**Summary of results**

On 30APR98, NCIS (b)(6), (b)(7)(C) with NCIS (b)(6), (b)(7)(C) USSO Rome, Italy and obtained a copy of the memo prepared by NCIS (b)(6), (b)(7)(C) processing MRE 902 (3).

Date completed: 03MAY98

• **Task Number A36d**

**Assigned** NCIS (b)(6), (b)(7)(C)

**Originator:** TC email on 27APR98

Tasking: Trial Counsel needs a certificate of genuiness of signature and initial position for the state prosecutor Francantonio. Review documents 1101-1131 of the JAGMAN and MRE 902(3).

**Summary of results**

On 30APR98, NCIS (b)(6), (b)(7)(C) with NCIS (b)(6), (b)(7)(C) obtained a copy of the certificate of genuiness of signature and official position of magistrate NCIS (b)(6), (b)(7)(C)

Date completed: 01MAY98

• **Task Number A36e**

**Assigned** NCIS (b)(6), (b)(7)(C)

**Originator:** TC email on 28APR98

Tasking: Obtain certificate of Genuiness for the authorizations for burial of the victims (similar to task A-36d)

**Summary of results**

On 04MAY98, SA Cosentino met with CAPT Henriksen and obtained a letter of genuineness for the death/burial certificates.

Date completed: 04MAY98

• **Task Number A37**

Assigned to: [REDACTED] NCIS (b)(6), (b)(7)(C)

**Originator:** TC email on 28APR98

Tasking: A sworn statement is needed concerning the receipt of evidence (LE/241-98). This evidence is the Profile Longitude of the Italian engineers (obtained from [REDACTED] NCIS (b)(6), (b)(7)(C) Include who the material came from and why it was provided to NCIS.

**Summary of results**

Signed sworn statement provided to [REDACTED] NCIS (b)(6), (b)(7)(C) describing how profile longitude of Cavalese cable car was obtained.

Date completed: 01MAY98

• **Task Number A37a**

Assigned to: [REDACTED] NCIS (b)(6), (b)(7)(C)

**Originator:** TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Review JAGMAN for references to Cermis Cable system.

**Summary of results**

Reviewed JAGMAN investigation, made photocopies of documents related to Cermis Cable system to include English and Italian translation documenting the system and its technical/structural properties. Also, included photocopies of blueprint of cable car system identifying location of the mishap.

Date completed: 02MAY98

• **Task Number A37b**

Assigned to: [REDACTED] NCIS (b)(6), (b)(7)(C)

**Originator:** TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Prepare a statement regarding the seizure of pieces of cable from the wing of the Mishap aircraft. Include any information which would support that the cable removed was suspected to be from the Cermis cable.

**Summary of results**

Signed, sworn statement provided to [REDACTED] NCIS (b)(6), (b)(7)(C) describing how pieces of cable car wire were obtained.

Date completed: 01MAY98

• **Task Number A37c**

Assigned to: [REDACTED] NCIS (b)(6), (b)(7)(C)

**Originator:** TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Prepare a statement regarding the seizure of pieces of cable from the wing of the Mishap aircraft. Include any information which would support that the cable removed was suspected to be from the Cermis cable.

**Summary of results**

Statement provided on 01MAY98

Date completed: 01MAY98

• **Task Number A37d**

Assigned to: [REDACTED] NCIS (b)(6), (b)(7)(C)

**Originator:** TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Prepare a statement regarding the acquisition of death scene photographs, videotape and death certificates from Carabinieri authorities.

**Summary of results**

Sworn statement provided to [REDACTED] NCIS (b)(6), (b)(7)(C)

Date completed: 02MAY98/04MAY98

• **Task Number A37e**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Contact 31FW SJA's office in an effort to obtain statements supporting: A) the ALPE Cermis cable system was owned by the ALPE Cermis cable car company; B) that on 03FEB98, it sustained damage when its load bearing cables were struck; C) the amount of damage to the system is in excess of \$100.00; D) 20 human beings died as a result of the fall of the cable car after its cable was struck and that the people listed in the certificate for authorization for burial are the same people who died on 03FEB98 at the site.

**Summary of results**

Enclosures form JAGMAN investigation provided to [redacted] (b)(6), (b)(7)(C) who wrote a statement re: same.

Cables were struck and sustained damage and the amount of damage is handled by lead tasking to SA

[redacted] (b)(6), (b)(7)(C) Rome, Italy - MAJ [redacted] (b)(6), (b)(7)(C) Twenty human beings

died - IOS [redacted] (b)(6), (b)(7)(C) provided statement [redacted] (b)(6), (b)(7)(C) holding his receipt of the death certificates.

Date completed: 05MAY98

• **Task Number A37F**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Provide a statement regarding information presented to the JAGMAN board concerning the Cermis cable system.

**Summary of results**

[redacted] (b)(6), (b)(7)(C) testifying at article 32 as to the information presented to the JAGMAN. Statement is no longer needed.

Date completed: 06MAY98

• **Task Number A38**

Assigned to [redacted] (b)(6), (b)(7)(C)  
**Originator:** [redacted] (b)(6), (b)(7)(C)

Tasking: Coordinate with DOJ/U.S. Embassy Rome, Italy to facilitate delivery and processing of International Rogatory to the Italian ministry of Grace and Justice.

• **Task Number A39**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** TC/CALE/23B email of 31APR-01May98

Tasking: Witnesses who were part of the Q-2 launch crew recall a last minute delay as Easy-01 was preparing to launch. A witness specifically recalled they were waiting for a tape to be delivered to the aircrew. Nobody can remember who delivered it to the crew, but recall a vehicle driving out near where the aircraft was and someone approaching the EA-6B. It was in a small white plastic bag (similar to a BX bag). Check AAFEES BX and the area F and area 1 mini-marts and attempt to review register tapes or records regarding any video tape purchases made on 0-2 or 03FEB98. Also, determine if there were/are any video tapes of any potential transactions

• **Task Number A40**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** TC/CALE phonecon 06MAY98

Tasking: Contact VMAQ-4 (ops) concerning [redacted] (b)(6), (b)(7)(C) obtain a list of low-level flights for Q-4'S 1<sup>ST</sup> deployment from AUG96 - FEB97. Did [redacted] (b)(6), (b)(7)(C) any of these? If so - date, route, altitude, crew, all details of all flights [redacted] (b)(6), (b)(7)(C) have flown some of these [redacted] (b)(6), (b)(7)(C) at the start of the last deployment. Check all [redacted] (b)(6), (b)(7)(C) VFLIR's and explain each code on his NAVFLIR's.

**Summary of results**

Q-4 flew only six low-levels during 1<sup>st</sup> deployment. Only one, 16JAN97 as a backseater (AV047 route). VFLIR's were taken by the "1<sup>st</sup> investigators". Not been returned.  
Date completed: 06MAY98

- **Task Number A41**

**Assigned to:** [redacted]  
**Originator:** NCIS (b)(6), (b)(7)(C)

Tasking: A tentative date of 19JUN has been set for the pickup of the Prowler. Need to call COL [redacted] that date changes because of the rogatory process. He can be reached at DSN 430-7354 or Commercial 00-49-711-680-7354.

**Summary of results**

Coordination conducted with [redacted] the return of the aircraft

- **Task Number A42**

**Assigned to:** [redacted]  
**Originator:** NCIS (b)(6), (b)(7)(C)

Tasking: [redacted] the magistrate on 07MAY98 and ask his permission for the marines to survey the Prowler. Will not touch the aircraft only view. [redacted] before making the call.

**Summary of results**

Magistrate contacted and agreed to it, however, he needs a letter addressed to him, can be written in English stating in the letter specifically what they want to do. Letter can come from [redacted]  
Date completed: partial completed 07MAY98

- **Task Number A43**

**Assigned to:** Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.

**Originator:** TC email 12MAY98

Tasking: Interview MR [redacted] who is the court expert on the cable car system. He is an engineer who can swear to the heights of the cables, the car and the strike point. As well as the location of the strike point to the car - distance wise. He can also tell us the altitude of the plane at the strike point and the direction of travel south to north type thing. He should also be able to estimate the damage in cost. Interview him in depth and inform him that the TC will most likely need him to testify in the U.S. for any trials. We will pay his travel, hotel and meals.

- **Task Number A44**

**Assigned to:** [redacted]  
**Originator:** TC email 12MAY98

Tasking: NCIS seized a sampling of the plane parts that were located at the death scene. We need those shipped back to CLNC so we can have MYGSGT VIC compare them to what is on a EA-6B. We need a chain of custody on the items - who was the person that originally seized them and how they got into our hands. We will need to know this for trial.

**Summary of results**

Carabinieri officials originally seized the aircraft parts and were placed into a wooden crate which was stored in a secured hangar T-29, Aviano, Italy. The custody of the wooden crate was turned over to SA [redacted] 23JUL98 and was turned over to NADEP with Trial Counsel authority by SA [redacted] 23JUL98.

- **Task Number A45**

**Assigned to:** [redacted]  
**Originator:** [redacted] 18MAY98

Tasking: Coordinate with the magistrate and determine if NCIS can place evidence tape over the cockpit of the prowler to seal it for evidentiary purposes. Also determine how the magistrate seized (also chain of custody) the video camera and tape from the cockpit of the prowler. Coordinate with magistrate for any future developments/taskings for seizure of evidence from the prowler.

**Summary of results**

-contacted Magistrate on 18MAY98.

-Magistrate does not see reason for evidence tape, he has Carabinieri guarding the plane. Additionally, he may need to get back into the plane, so the tape would not make sense.

-The Magistrate had the Carabinieri seize the video camera which is now located in his evidence safe.

Once he receives the rogatory, he will provide how the camera was handled and its chain of custody.

-Magistrate has no problem coordinating with NCIS in the future. He will contact NCIS personally next time he or Italian authorities need to do something with the plane or investigation. He thought when he contacted USAF officials for getting into the plane that they would have notified NCIS.

Date completed: 18MAY98

• **Task Number A46**

Assigned to [redacted]

Originator: NCIS (b)(6), (b)(7)(C)

Tasking: Interview NCIS (b)(6), (b)(7)(C), MAJ, USAF, regarding evidence chain of custody for items inside the EA6B mishap aircraft.

**Summary of results**

On 05MAY98, NCIS (b)(6), (b)(7)(C) interviewed and provided a statement relating the details concerning the items taken from the EA6B mishap aircraft by Carabinieri personnel on 04FEB98.

Date completed: 07MAY98

• **Task Number A47**

Assigned to NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel - CALE

Tasking: Interview NCIS (b)(6), (b)(7)(C), CPL, USMC, currently assigned to Incirlik, Turkey, regarding his retrieval of a bag from the Ready Room, USMC, Aviano air base, Aviano, It, which was subsequently provided to NCIS (b)(6), (b)(7)(C).

**Summary of results**

On 12JUN98, NCIS (b)(6), (b)(7)(C) interviewed in Incirlik, Turkey and indicated he was asked by Capt NCIS (b)(6), (b)(7)(C) to go back to the Ready Room for the purpose of picking something NCIS (b)(6), (b)(7)(C) had he believed he went back on 03FEB98 to retrieve a white in color bag containing 8mm videotapes.

Date completed: 12JUN98

• **Task Number A47a**

Assigned to NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel - CALE

Tasking: Reinterview NCIS (b)(6), (b)(7)(C), CPL, USMC, currently assigned to Incirlik, Turkey, regarding his earlier statement and obtain amplifying details on the retrieval of a bag from the Ready Room, USMC, Aviano air base, Aviano, It.

**Summary of results**

On 15JUN98, NCIS (b)(6), (b)(7)(C) telephonically contacted and provided amplifying details regarding the bag containing videotapes. Investigative action provided.

Date completed: 15JUN98

• **Task Number A48**

Assigned to NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel - CALE

Tasking: Obtain written/verbal authorization from the Italian magistrate or judicial authorities for the seizure of evidence, interviews of Italian witnesses, records and documents, and the authority to conduct investigative steps as deemed necessary.

**Summary of results**

Letters of authorizations were obtained from Italian authorities for the following:

- (a) authority to conduct any activity necessary to conduct the investigation for the cable-car disaster
- (b) authority to retrieve evidence (canon video camera, Sony video 8 cassette, canon sure shot 105, etc.)

- (c) authority to retrieve evidence(CD ROM containing legal-medical expert advice)
- (d) authority to retrieve evidence(audio tapes, mission decoder tape)
- (e) authority to retrieve evidence(exhibits belonging to victims)
- (f) authority to retrieve evidence(cablecar wreckage, pieces of cable)

Date completed: 02JUN98

- **Task Number A49**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel - CALE

Tasking: Obtain from Italian authorities, evidence or material seized by Italian authorities.

**Summary of results**

Letters of the transfer of evidence from Italian authorities to representatives of NCIS for the following:

- (a) transfer of CD ROM containing legal-medical expert advice
- (b) transfer of (canon video camera, Sony video 8 cassette, sure shot 105, etc.)
- (c) transfer of audio tapes, mission decoder "secret"
- (d) transfer/release of witnesses

Date completed: 02JUN98

- **Task Number A50**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel - CALE

Tasking: Obtain Italian police (Carabinieri) reports for handling of evidence and inspection and control of the MISHAP aircraft.

**Summary of results**

Carabinieri reports were obtained for the following:

- (a) Record of inspection of seized EA-6B Prowler
- (b) Record of inspection at Hangar #2
- (c) Record of delivery and custody of seized RS-typed removable instruments
- (d) Record of Seizure of documents retrieved from the EA-6B Prowler
- (e) Record of Seizure for aircraft EA-6B Prowler

Date completed: 02JUN98

- **Task Number A51**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel

Tasking: Obtain authority from Italian magistrate and seize the EA6B Prowler aircraft and other parts and place into NCIS evidentiary custody

**Summary of results**

On 17JUL98, NCIS received authority to obtain the aircraft. NCIS (b)(6), (b)(7)(C) seized the aircraft and parts and placed into NCIS evidentiary custody. The hangar T-29, which housed the aircraft and parts was placed into NCIS evidentiary custody, secured and sealed. Investigative action reported.

- **Task Number A52**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel

Tasking: Assist Trial Counsel with the seizure of evidence from the EA6B aircraft.

**Summary of results**

On 22JUL and 23JUN98, NCIS (b)(6), (b)(7)(C) Trial Counsel accessed hangar T-29, and seized parts from the aircraft which were placed into the NCIS Evidence custody system. The seizure of evidence and the return of the aircraft to U.S. authorities was conducted with NADEP Personnel at the Trial Counsel's direction.

Two Investigative Actions reported.

Date completed: 24JUL98

- **Task Number A53**

Assigned to [redacted] NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel and CALE

Tasking: Provide assistance to CALE agents to acquire evidence seized from EA6B aircraft in Aviano, for personal transport to Camp LeJuene, NC.

**Summary of results**

CALE Agents seized aircraft material on 31JUL98 and transported to NCIS Naples and placed into the NCIS Naples Evidence Vault. On 05AUG98, CALE Agents utilized military aircraft and transported the evidence back to Camp LeJuene, NC.

• **Task Number A54**

Assigned to: NCIS Team [redacted] NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel

Tasking: Conduct route/site surveys for leg 2 of route AV047

**Summary of results**

Route survey's were conducted for leg 2 of AV047. Survey's were conducted of villages, towns, ski-resorts and landmarks for the route. Photographic coverage of the survey was provided. Three Investigative Actions reported.

Date completed: 10OCT98

• **Task Number A55**

Assigned to: NCIS Team [redacted] NCIS (b)(6), (b)(7)(C)

Originator: Trial Counsel

Tasking: Assist Trial Team in the coordination and conduct of the taped depositions of witnesses at the Trento Court house. Address security concerns for defendants while at the depositions.

**Summary of results**

The coordination with Italian authorities and for logistical support for the videotaped depositions of witnesses was conducted at the Trento Court House by Trial and Defense councils. Security concerns were coordinated with the local Italian authorities. The following witnesses were deposed.

1. 20OCT98 -

[redacted]

2. 21OCT98 -

NCIS (b)(6), (b)(7)(C)

3. 22OCT98 -

4. 23OCT98 -

NCIS (b)(6), (b)(7)(C)

• **Task Number A55a**

**Assigned to:** NCIS Team [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel

**Tasking:** Assist trial counsel with the pre-deposition interviews of Italian witnesses. Coordinate with Italian authorities for the interviews and provide logistical support to Trial Counsel for the interviews.

**Summary of results**

NCIS team provided the support and assisted Trial Team with the pre-deposition interviews of witnesses

Date completed: 17OCT98

• **Task Number A55b**

**Assigned to:** Lomonaco

**Originator:** Trial Counsel

**Tasking:** Contact Italian witnesses and confirm pre-deposition interviews and encourage cooperation with defense counsel.

**Summary of results**

Witnesses telephonically contacted to confirm interviews and encouraged to cooperate with Defense.

Investigative action reported.

• **Task Number A56**

**Assigned to:** NCIS Team [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel [redacted] NCIS (b)(6), (b)(7)(C)

**Tasking:** Travel to Luson, Italy, located on leg 1 of AV047, and interview [redacted] NCIS (b)(6), (b)(7)(C) ski instructor, and locate and interview the Priest for the Luson center church, whom may be witnesses to the EA6B flying at low level on 03FEB98.

**Summary of Results**

The interview [redacted] NCIS (b)(6), (b)(7)(C) the coordination with the Luson Carabinieri identified witnesses to the EA6B flying low through the town of Luson, Italy on 03FEB98. These witness locations were documented on a map, photographic coverage was provided and GPS coordinates were taken. Witnesses identified were as follows [redacted] NCIS (b)(6), (b)(7)(C)

[redacted] NCIS (b)(6), (b)(7)(C)

Sixteen Investigative Actions reported.

Date Completed: 27OCT98

• **Task Number A57**

**Assigned to:** [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel [redacted] NCIS (b)(6), (b)(7)(C)

**Tasking:** Interview [redacted] NCIS (b)(6), (b)(7)(C) from Cavalese, Italy, and determine his position while in his tow truck when he sighted the EA6B on 03FEB98.

**Summary of results**

On 28OCT98, [redacted] was interviewed and showed Agents location of his vehicle and how he was positioned when he saw the EA6B on 03 FEB98. Investigative Action reported.

Date Completed: 28OCT98

- **Tasking Number A58**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: Trial Counsel

Contact Italian officials for the detailed coordinates relative to the locations of the radar sites [redacted] (b)(6), (b)(7)(C)

[redacted] (b)(6), (b)(7)(C)

**Summary of results**

On 04NOV98, contact was made with [redacted] (b)(6), (b)(7)(C) Italian Air Force. He advised the information was classified under Italian military regulation and provided where a request needed to be sent to acquire the info. On 09NOV98, contact was made with [redacted] (b)(6), (b)(7)(C) to the Carabinieri, Judicial Police, Trento, Italy addressing the same concerns [redacted] (b)(6), (b)(7)(C) he initiated the letter requesting the info. Two Investigative Action reported.

Cable Wires

# U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS

CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: GONDOLA VIEWING AND EVIDENCE SEIZURE

On 18Jun98, Reporting Agent (RA) and Participating Agents (PA) NCIS (b)(6), (b)(7)(C) and NCIS (b)(6), (b)(7)(C) viewed assorted gondola pieces, cables, and attachments that had been shipped to and stored at Marine Corps Air Station (MCAS) New River, NC (NRNC). These items had been shipped from Aviano Air Base, Italy to Cherry Point, NC and subsequently delivered to NRNC. These items were in two large wooden crates and were stored at a storage impound lot utilized to store aircraft parts from aircraft mishaps at MCAS NRNC. The crates were secured and were opened by RA and PA's. The two crates are documented on an NCIS evidence custody document at NCISFO Carolinas of 404-98, but have been permanently provided to Trial Counsel and are not in the NCISFO Carolinas evidence custody system. Also present were Trial Counsels Major NCIS (b)(6), (b)(7)(C) and Major NCIS (b)(6), (b)(7)(C) Lcpl NCIS (b)(6), (b)(7)(C) a photographer with TAVSC at MCAS NRNC photographed the viewing as well as the seizure of cable samples. Major NCIS (b)(6), (b)(7)(C) from the MCB Camp Lejeune Public Affairs Office (PAO), as well as some other unidentified PAO personnel were present.

Personnel from the Crash-Fire-Rescue section of H&HS, MCAS NRNC were contacted to provide assistance in cutting the cable. Personnel included SSGT NCIS (b)(6), (b)(7)(C), SSN: NCIS (b)(6), (b)(7)(C); SSGT NCIS (b)(6), (b)(7)(C) SSN: NCIS (b)(6), (b)(7)(C) and SGT NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) SSN: NCIS (b)(6), (b)(7)(C). The cables consisted of a load bearing cable approximately 2.5 inches in diameter and a drive cable approximately .875 inches in diameter. A section of the larger cable approximately 1'5" in length and a section of the smaller cable approximately 1'2" in length was seized and logged into the NCISFO Carolinas evidence custody system under log number 410-98. Additionally a section of the larger cable approximately 3'7" in length and a section of the smaller section of cable approximately 4'1/2" in length was seized and logged into the NCISFO Carolinas evidence custody system under log number 411-98.

Enclosure (1) includes thirty-six various photographs of the procedure used to obtain the cable from the crates.

## Participating Agents

NCIS (b)(6), (b)(7)(C) SA, NCISFO Carolinas, Camp Lejeune, NC  
NCISFO Europe, Naples, Italy

## ENCLOSURES:

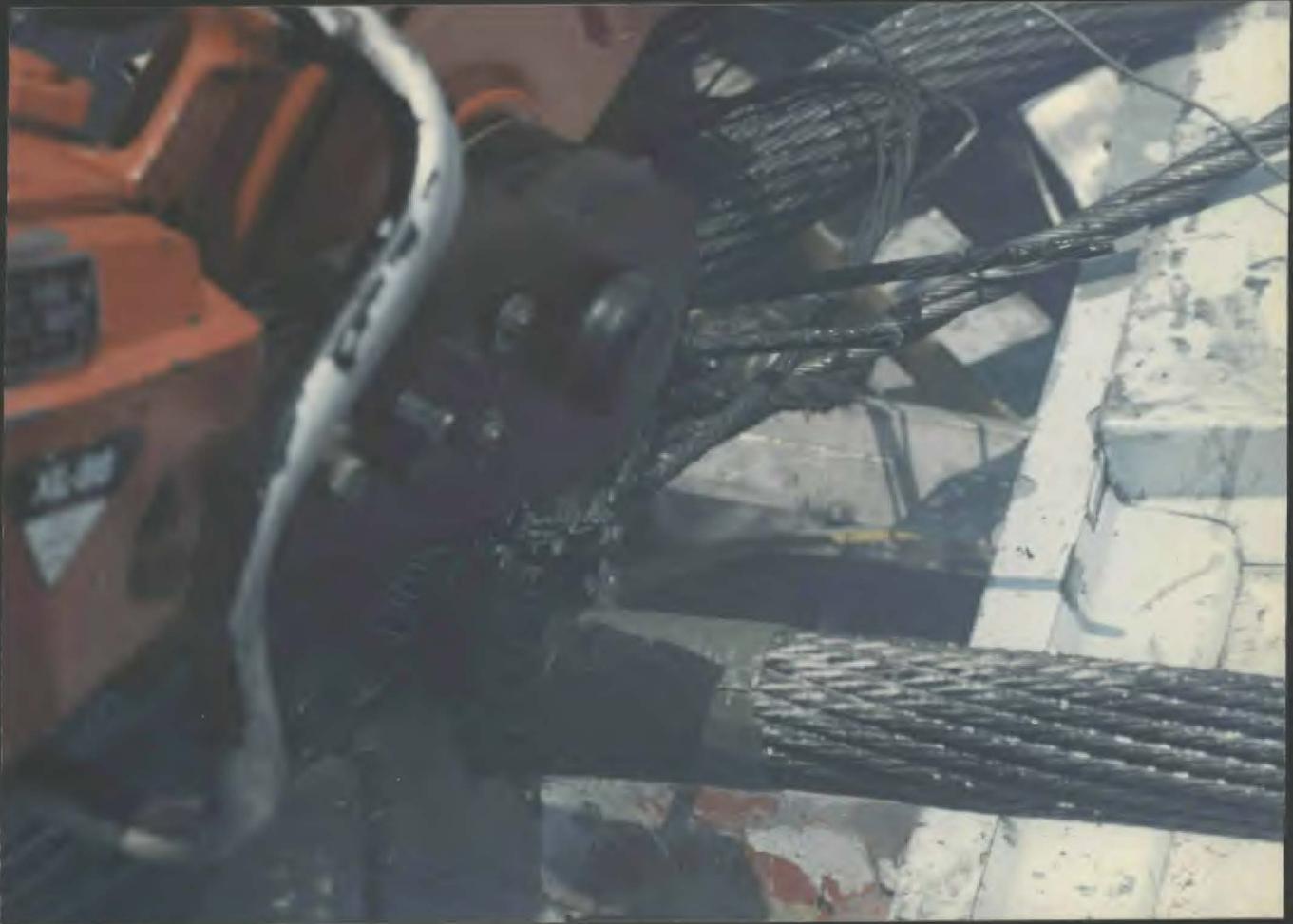
(1). Envelope containing thirty-six photographs of Gondola viewing and evidence seizure/undated

REPORTED BY: NCIS (b)(6), (b)(7)(C)  
OFFICE: NCISFO Carolinas, Camp Lejeune, NC  
DATE TYPED: 30JUN98

## WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

ENCLOSURE  
(1)



002091



002092



002093

(1) PALLET IDENTIFICATION NUMBER	(6) DESTINATION STATION							
(2) AIRCRAFT CONFIGURATION								
(3) ORIGINATING STATION								
(4) NET WEIGHT (Lbs)	(7) STRAPS	CHAINS	DEVICES	NET SETS				
(5) MISCELLANEOUS INFO/THIS PALLET CONTAINS	(8) GROSS WEIGHT (Lbs)							
	SCALE WEIGHT CERTIFICATION							
	(9) NAME/GRADE			DATE				
	(10) CUBE THIS PALLET							

CARGO

AF FORM 2279  
MAY 84

PREVIOUS EDITION WILL BE USED

U.S. Government Printing Office: 1990 - 804-41200240

PALLET IDENTIFIER



002095



NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C)



002097



002098



NCIS (b)(6), (b)(7)(C)



002100



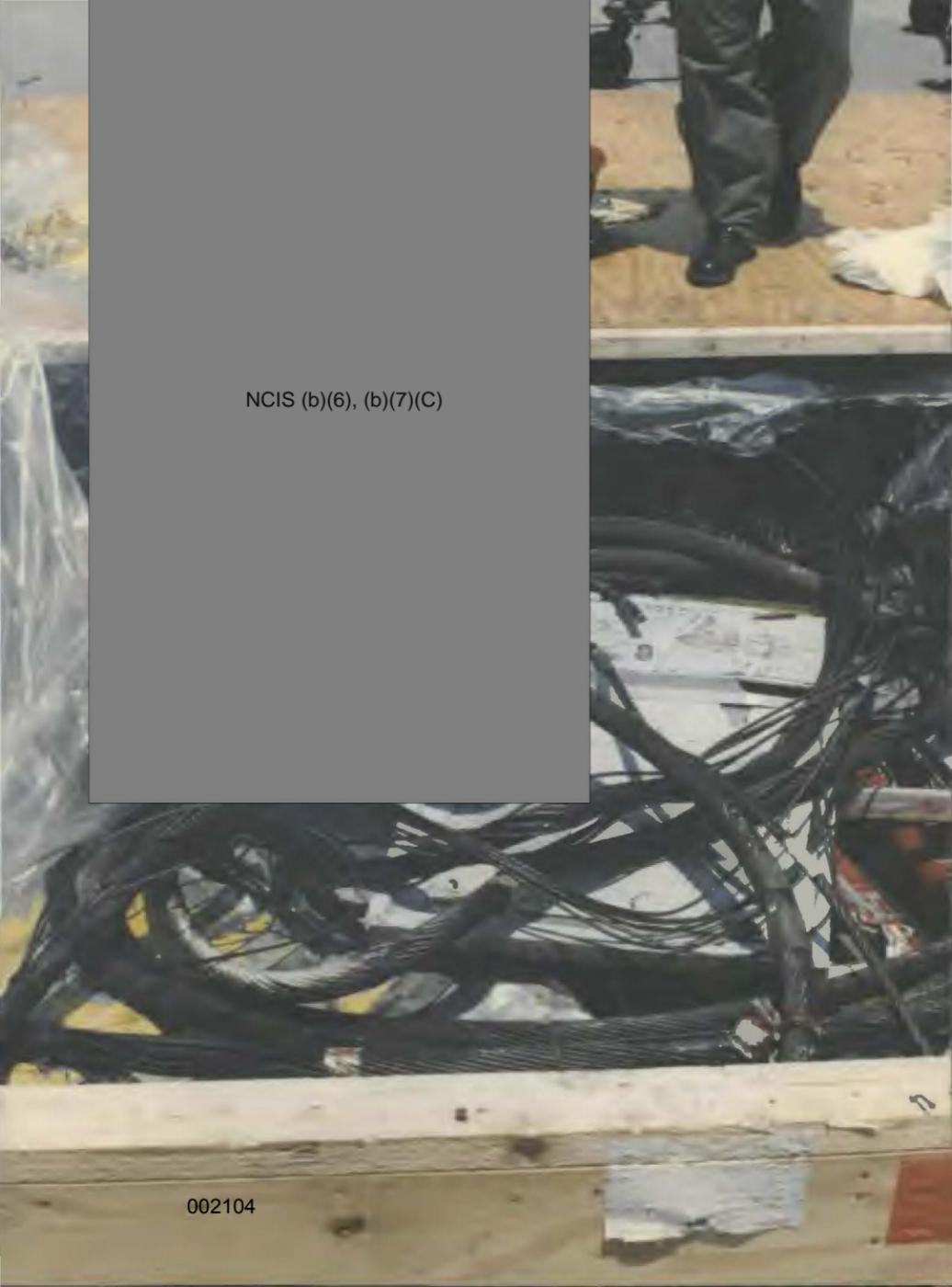
002101

DL  
03.10.1988

002102

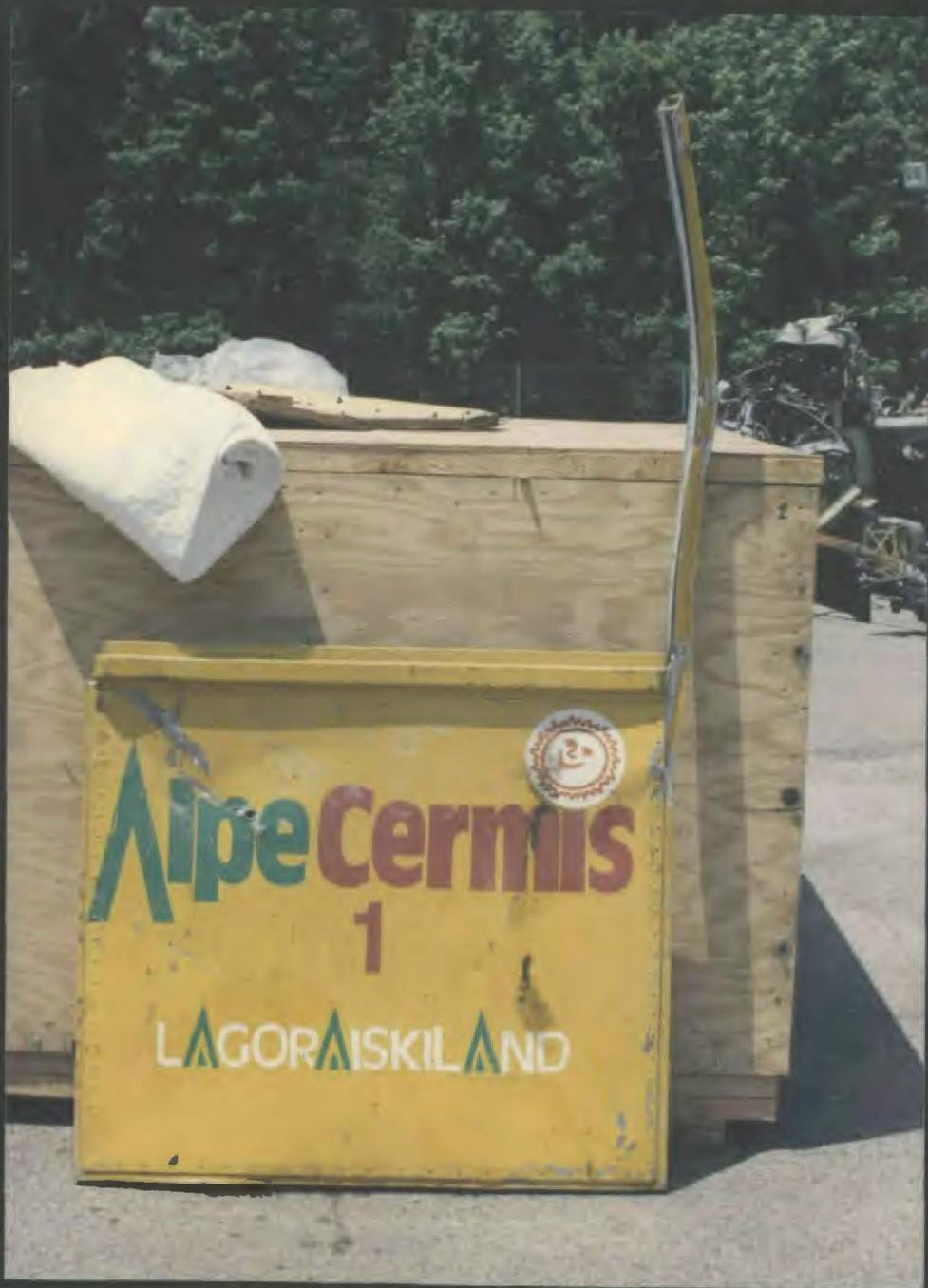


002103



NCIS (b)(6), (b)(7)(C)

002104





002106



002107

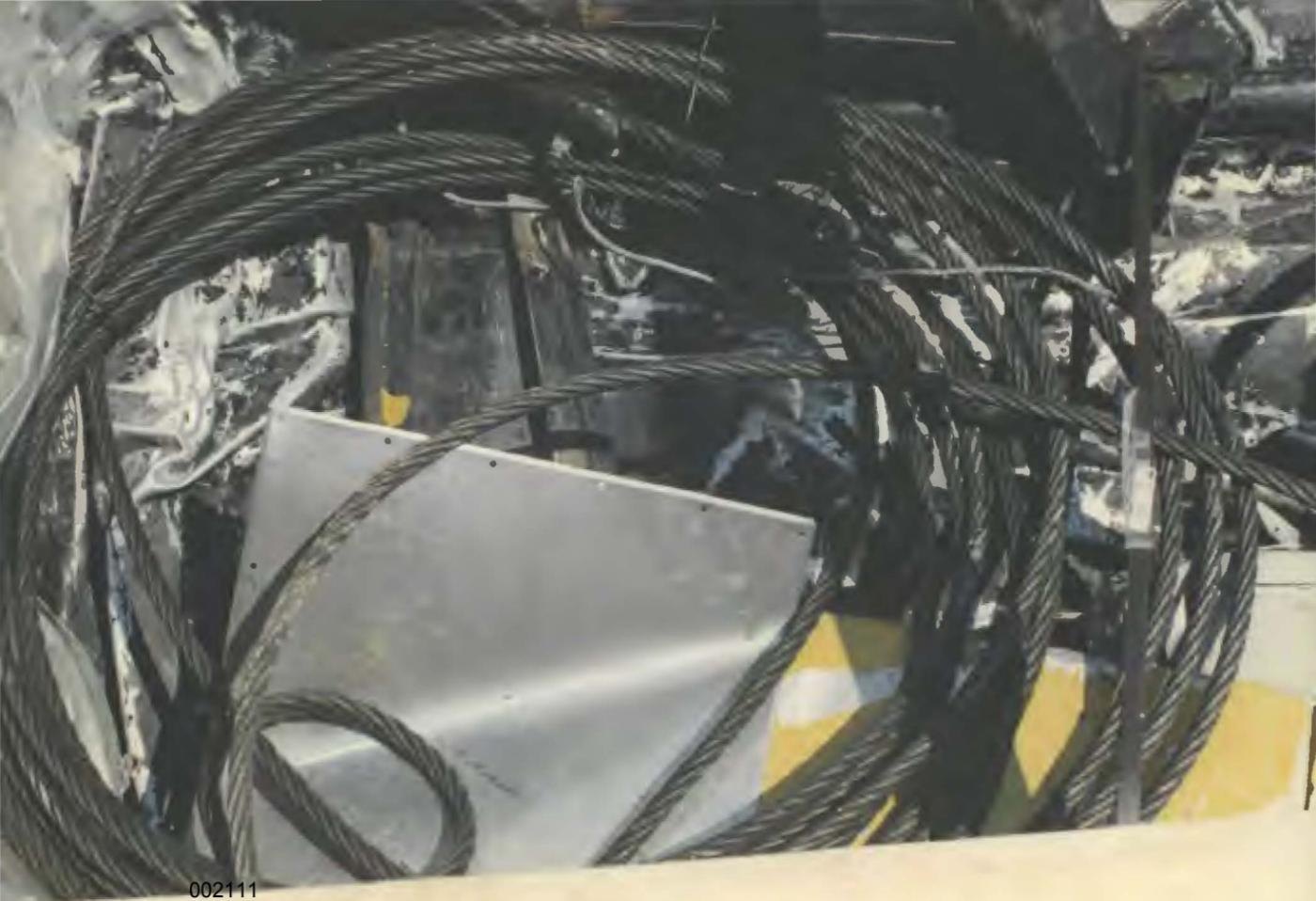


002108

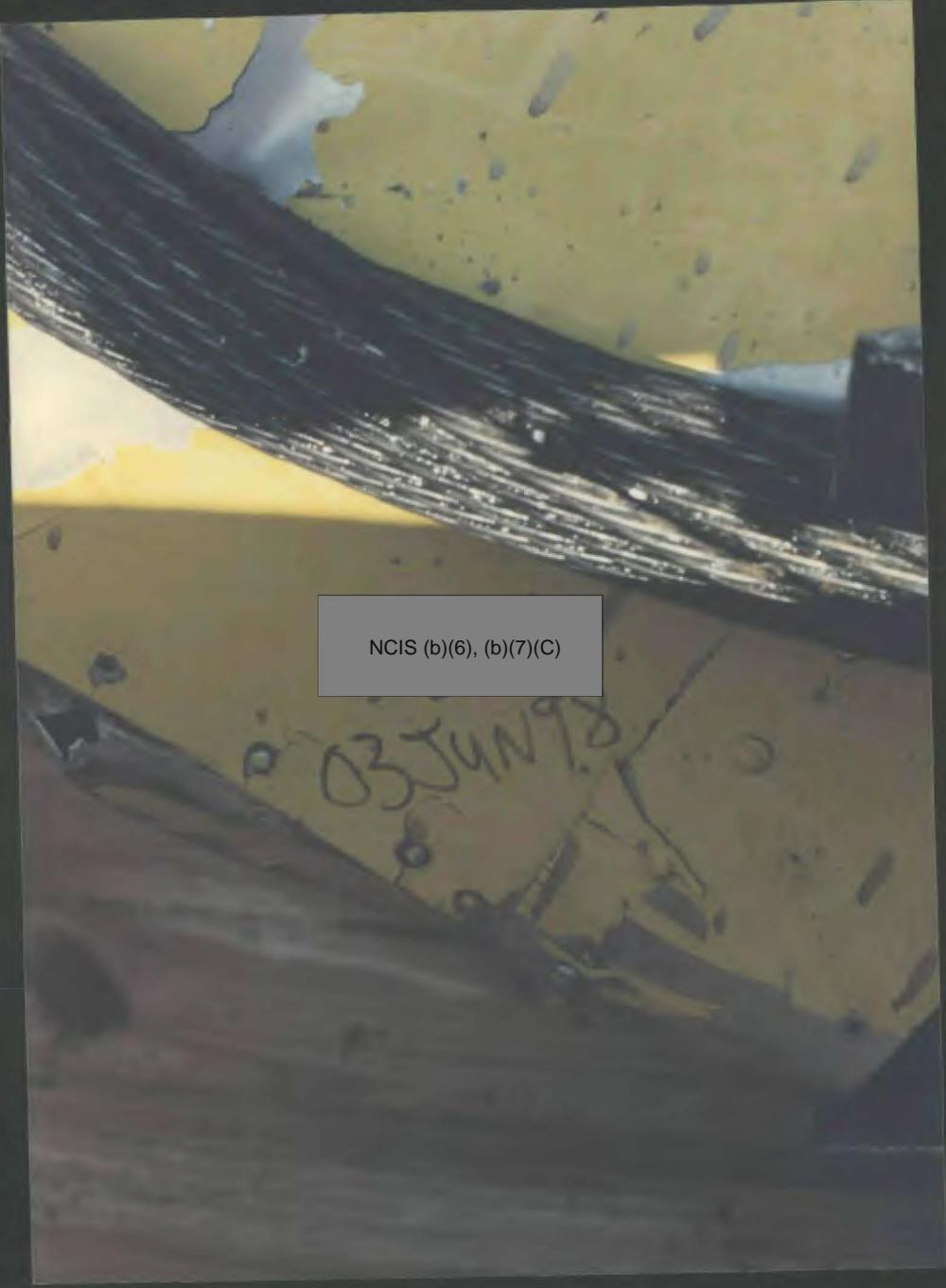


002109

NCIS (b)(6), (b)(7)(C)



002111

A photograph of a yellow evidence marker. The marker is rectangular and has the date '03 JUN 98' handwritten in black ink. A large, dark, irregularly shaped area, possibly a redaction or a stain, covers the upper portion of the marker. A small, dark rectangular object is visible on the right side of the marker. The marker is placed on a light-colored, textured surface.

NCIS (b)(6), (b)(7)(C)





EQUIPMENT IDENTIFICATION LABEL	
Name	
Serial No.	
Date	
Location	
Remarks	

002114



002115



002116



002117



002118



002119



002120



002121

NCIS (b)(6), (b)(7)(C)

002122



NCIS (b)(6), (b)(7)(C)

002123





002124

ENCLOSURE  
 (1).

T-1758  
06 May 98

BB8138A

//23/LE/WA//

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

NCIS (b)(6), (b)(7)(C)

ACTION/LEAD SHEET (RUC)

06MAY98

DEATH (II)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT NORFOLK, VA/20100

MADE AT/DCWA/WASHINGTON, DC, NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS/15APR98

CASE SUMMARY

1. Subsequent to the receipt of ref.(a), exhibit (1), a copy of a JAGMAN Investigation conducted after a mishap involving an A-6E in Saudi Arabia, was obtained from the Office of the Judge Advocate General, Department of the Navy. Telephonic contact with the Naval Safety Center, Norfolk, Va, where the relevant Mishap Investigation Report (MIR) is kept, disclosed that the MIR is by nature privileged and could not be released to the NCIS Pentagon office.

EXHIBIT

(1) JAGMAN Investigation/various...(Orig CALE, copy all)

DISTRIBUTION \*SIHQ\*

NCISHQ: 0023 (M)

INFO: CALE (M)

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

Pages 2127 through 2191 redacted for the following reasons:

-----  
Exhibit (1): NCIS (b)(6), (b)(7)(C), Withheld

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

07//

ACTION/LEAD SHEET (PENDING)

06MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC [REDACTED] SPECIAL AGENT

**CASE SUMMARY**

1. On 03FEB98, a USMC EA-6B Prowler jet was involved in the  
downing of a ski gondola near Cavalese, Italy, resulting in the  
deaths of 20 European civilians. The four man crew involved in  
this mishap are identified as follows: CAPT [REDACTED]  
USMC (Pilot), CAPT [REDACTED] USMC (ECMO-1), CAPT  
[REDACTED] USMC (ECMO-2) and CAPT [REDACTED]  
[REDACTED] USMC (ECMO-3). Each of the mishap crew members has  
been charged with violations of the UCMJ. Interviews have  
indicated CAPT [REDACTED] made contact with his [REDACTED] on the days  
and weeks after the incident. Their reported contact was either  
via long distance telephone, or via USMC e-mail which was  
connected to an Internet server to enable communication with  
friends/family in the U.S. Additional information indicates CAPT  
[REDACTED] remain close friends since their [REDACTED]  
[REDACTED] CAPT [REDACTED] is identified as [REDACTED]  
[REDACTED] Last known  
address (as of 04JUN97) is [REDACTED]  
[REDACTED] USMC records indicate the [REDACTED] was  
final on [REDACTED] in Orange County, CA, under Case [REDACTED]

**ACTION/LEAD**

L.LAFC...Contact [REDACTED] and interview her regarding  
her knowledge of this mishap. Determine if CAPT [REDACTED]  
discussed the mishap with her over the telephone, and/or  
via e-mail. If so, obtain details of their discussions  
and copies of any e-mail traffic, if available. Ask her  
to identify any other family members/friends CAPT [REDACTED]  
discussed the mishap with. Attempt to obtain sworn  
statement. Forward results of lead tasking to CALE.

**DISTRIBUTION**

NCISHQ: 0023  
ACTION: LAFC  
INFO: 0007

~~FOR OFFICIAL USE ONLY~~

**WARNING**

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

04MAY98

DEATH (II)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/MPJX/JACKSONVILLE, FL/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS/01MAY98

CASE SUMMARY

1. Pursuant to lead tasking set forth in reference (A), on 28APR98 reporting agent effected contact with Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) civ, 095-28-7339, Electronics Engineer, NADEP, Jacksonville, FL. The interview was conducted at Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) off-base office located at 233 W. Duval Street, Jacksonville. During the interview, Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) reviewed his resume, and three memorandums separately dated 05MAR98, 16FEB98 and 10FEB98. Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) authenticated each of the pages by initialing them in the bottom right corner. After verifying the documents, Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) signed a sworn statement (provided by Trial Services Office, Camp Lejeune) which verified the preparation and execution of the documents. Copies of the initialed documents and the sworn statement (exhibits (1) through (5) pertain) were faxed to Special Agent [REDACTED] NCIS (b)(6), (b)(7)(C) at CALE on 28APR98; the originals were forwarded on 28APR98 via Federal Express airbill #7372787984.

EXHIBITS

- (1) SWORN STATEMENT FROM [REDACTED] NCIS (b)(6), (b)(7)(C)/28APR98... (ORIG CALE)
- (2) RESUME OF [REDACTED] NCIS (b)(6), (b)(7)(C) /28APR98... (ORIG CALE)
- (3) MEMORANDUM OF 05MAR98 W/ENCLOS/28APR98... (ORIG CALE)
- (4) MEMORANDUM OF 16FEB98/28APR98... (ORIG CALE)
- (5) MEMORANDUM OF 10FEB98/28APR98... (ORIG CALE)

DISTRIBUTION

NCISHQ: 0023  
INFO: CALE (M) /MPMP

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

01MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/DCAD/NAF ANDREWS AFB, MD/ [REDACTED] NCIS (b)(6), (b)(7)(C), SPECIAL AGENT

REFERENCE

(A) CALE ALS/01MAY98

CASE SUMMARY

1. Ref (a) requested an interview of SGT [REDACTED] NCIS (b)(6), (b)(7)(C) USAF,  
SSN: [REDACTED] NCIS (b)(6), (b)(7)(C), regarding the Aviano mishap. TSGT [REDACTED] NCIS (b)(6), (b)(7)(C) did not  
make any statements or have any first hand knowledge the Marine EA6B  
Prowler aircraft had flown under the cable before. However, TSGT  
[REDACTED] NCIS (b)(6), (b)(7)(C) stated a foreign national was translating the local news and  
the translation came out that this was not the first time the EA6B  
crew flew under the cable. TSGT [REDACTED] NCIS (b)(6), (b)(7)(C) statement is exhibit (1).

EXHIBIT

(1) [REDACTED] NCIS (b)(6), (b)(7)(C) Stmt/29Apr98... (Orig CALE)

DISTRIBUTION

NCISHQ: 0023

NCISFO: DCWA

INFO: CALE (M)

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

01MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. The Marine EA6B Prowler mishap occurred on 03FEB98. During the ensuing JAGMAN Investigation, Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) Electrical Engineer, NADEP, Jacksonville, FL, conducted tests on the mishap aircraft's Radar Altimeter (RADALT) to determine if it was functioning properly. [REDACTED] NCIS (b)(6), (b)(7)(C) prepared his Resume and four reports documenting the results of his RADALT tests. All of [REDACTED] NCIS (b)(6), (b)(7)(C) documents are expected to be used at the Article 32 hearing scheduled for 05MAY98. The Trial Counsels assigned to this case requested that NCIS contact [REDACTED] NCIS (b)(6), (b)(7)(C) to review his documents and confirm the truthfulness and authenticity of their contents. The documents [REDACTED] NCIS (b)(6), (b)(7)(C) prepared are:

- (1) Resume of [REDACTED] NCIS (b)(6), (b)(7)(C)
- (2) Memorandum of 05Mar98 w/Encls
- (3) Memorandum of 16Feb98
- (4) Memorandum of 10Feb98

**ACTION/LEAD**

L.MPJX...Contact Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) at NADEP, Jacksonville, FL. Ask [REDACTED] NCIS (b)(6), (b)(7)(C) to review the above mentioned documents and execute the memorandum confirming that he prepared them, and swearing to the veracity of those documents. Forward results of lead tasking to CALE.

**DISTRIBUTION**

NCISHQ: 0023  
ACTION: MPJX  
INFO: MPMP

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

01MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. Interviews of USAF personnel located at the USAF Base in Aviano, Italy are currently being conducted in connection with captioned investigation. Those interviews surfaced information that Sgt [REDACTED] NCIS (b)(6), (b)(7)(C) USAF, [REDACTED] NCIS (b)(6), (b)(7)(C), had overheard a statement noting that the mishap flight of 03Feb98 "was not the first time the plane had flown under the cable," or words to that effect. Sg [REDACTED] NCIS (b)(6), (b)(7)(C) reportedly reiterated what he heard to another USAF person assigned to Aviano AFB. Sg [REDACTED] NCIS (b)(6), (b)(7)(C) currently assigned to the Power Production and Base Maintenance, 89th Civil Engineering Squadron, Andrews AFB, Washington, DC.

**ACTION/LEAD**

L.DCAD...Interview Sg [REDACTED] NCIS (b)(6), (b)(7)(C) to determine if he made the above mentioned statement. Determine what knowledge he has of Marine EA6B Prowler aircraft "flying under the cables" in Italy. Obtain sworn statement. Forward results of lead tasking to CALE.

**DISTRIBUTION**

NCISHQ: 0023  
ACTION: DCAD  
INFO: DCWA

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

01MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/0023/NCISHQ/ NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) 0023 ALS (OPEN)/15APR98

CASE SUMMARY

1. Reference (a) was submitted after the CG, MARFORLANT, requested NCIS assistance in support of the judicial process resulting from the Marine EA6B Prowler mishap near Cavalese, Italy on 03FEB98. Since submitting Reference (a), daily contact with the Trial Counsels (TC's) located at MCB, Camp Lejeune, NC and MCAS Cherry Point, NC has determined a number of specific investigative leads to be completed by NCIS in CONUS as well as in Europe. Lead tasking requests from the TC's are being reviewed by NCISHQ 0023 and disseminated to EUNA and CALE for action.

ACTION/LEAD

L.EUNA...Complete the lead taskings requested by the TC's, which have already been provided via separate correspondence. Should additional investigative leads develop, pass them to the 0023 representative at CALE to review with TC's, and await specific follow-up tasking. Forward results of all lead taskings to CALE.

L.CALE...Complete the lead taskings as requested by the TC's during previous contact. Should additional leads develop, follow guidance provided above for EUNA. Provide results of all lead taskings to the TC's.

DISTRIBUTION

NCISHQ: 0023

ACTION: EUNA/CALE

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

21APR98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT NORFOLK, VA/20100

MADE AT/GCNR/NEW ORLEANS, LA [REDACTED] NCIS (b)(6), (b)(7)(C), SPECIAL AGENT

Reference

(a) CALE ALS/15Apr98

Case Summary

1. Lead tasking set forth in ref (a) was received by Reporting Agent (RA) on 20Apr98. Pursuant to the tasking set forth in ref (a), on 20Apr98, RA telephonically contacted [REDACTED] NCIS (b)(6), (b)(7)(C) Mississippi Department of Public Safety (MDPS), Jackson, MS, enlisting MDPS investigative assistance. [REDACTED] NCIS (b)(6), (b)(7)(C) determined that on

[REDACTED] NCIS (b)(6), (b)(7)(C)

Exhibits

- (1) IA: Inquiries with Mississippi DPS/21Apr98... (Orig CALE only)
- (2) NCISRA New Orleans completed case file/Various... (Orig CALE only)

Participating Agents

[REDACTED] NCIS (b)(6), (b)(7)(C) MDPS, Jackson, MS

DISTRIBUTION

NCISHQ: 0023

INFO: GCPF/CALE (M)

NCISRA: New Orleans  
missing exhibit 2?

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

21APR98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT NORFOLK, VA/20100

MADE AT/PSWH/WHIDBEY ISLAND, WA/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS (PENDING)/15APR98

CASE SUMMARY

1. Subsequent to reference (a), LTCOL [REDACTED] NCIS (b)(6), (b)(7)(C), USMC, Executive Officer, VAQ-129, NAS Whidbey Island, provided the Flight Training Records (FTR) requested. The records showed that all four Marine officers were all average students while in training and all four have some below average remarks/comments on their evaluations, as well as some higher. The records were entered into the NCIS evidence custody system and forwarded to CALE via "Express Mail" #EE144225844US and #EE144226297US on 21APR98. Mailings are to arrive prior to 3:00 p.m., 23APR98, exhibit (1) pertains.

EXHIBIT

(1) IA: Acquisition of FTR's/20APR98...(Copy CALE only)

DISTRIBUTION \*SIHQ\*

NCISHQ: 0023

INFO: CALE (F)/(M)/PSBG

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST RDW

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

17APR98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

NCIS (b)(6), (b)(7)(C)

I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT NORFOLK, VA/20100

MADE AT/GCCC/CORPUS CHRISTI, TX/ NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

CALE ALS/15APR98

CASE SUMMARY

1. IN ACCORDANCE WITH LEAD TASKING SET FORTH IN REFERENCE (A),  
ON 17APR98, NCIS (b)(6), (b)(7)(C), STUDENT CONTROL OFFICER, CHIEF OF NAVAL AIR  
TRAINING (CNATRA), NAS CORPUS CHRISTI, TX WAS CONTACTED. NCIS (b)(6), (b)(7)(C)  
RELATED THAT THE REQUESTED FLIGHT RECORDS ARE CURRENTLY HOUSED IN FT  
WORTH, TX AND THAT THESE RECORDS COULD BE RETRIEVED BY CNATRA IN THEIR  
ENTIRETY, IF SO REQUIRED. NCIS (b)(6), (b)(7)(C) RELATED THAT USN AVIATOR TRAINING  
JACKET SUMMARY CARDS ARE KEPT AT CNATRA AND WERE THUS EASILY  
ACCESSIBLE. NCIS (b)(6), (b)(7)(C) EXPLAINED THAT THE SUMMARY CARDS DETAIL THE USN  
FLIGHT STUDENT'S PILOT TRAINING, TO INCLUDE ACADEMIC AND FLIGHT  
PROFICIENCY, FLIGHT SUMMARIES, STUDENT PROGRESS, FLIGHT VIOLATIONS  
AND/OR ACCIDENTS OR INCIDENTS, AS WELL AS ANY BOARD ACTION.

2. ON 17APR98, TELEPHONIC CONTACT WITH SPECIAL AGENT NCIS (b)(6), (b)(7)(C)  
(CALE) DETERMINED THAT THE FLIGHT SUMMARY CARDS WOULD LIKELY CONTAIN  
SUFFICIENT INFORMATION, AS REQUESTED IN REFERENCE (A). THE  
AFOREMENTIONED INFORMATION WAS SUBSEQUENTLY RECEIVED FROM NCIS (b)(6), (b)(7)(C) AND  
IS BEING FORWARDED AS EXHIBITS (1)-(4).

EXHIBITS

- (1) USN SUMMARY CARD/ NCIS (b)(6), (b)(7)(C) VARIOUS... (COPY CALE ONLY)
- (2) USN SUMMARY CARD/ NCIS (b)(6), (b)(7)(C) VARIOUS... (COPY CALE ONLY)
- (3) USN SUMMARY CARD/ NCIS (b)(6), (b)(7)(C) VARIOUS... (COPY CALE ONLY)
- (4) USN SUMMARY CARD/ NCIS (b)(6), (b)(7)(C) VARIOUS... (COPY CALE ONLY)

DISTRIBUTION

NCISHQ: 0023 \*SIHQ\*  
INFO: CALE (M)/GCPF

~~FOR OFFICIAL USE ONLY~~

PAGE 002201 LAST

NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

15APR98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

CASE SUMMARY

1. The following Marines have been charged with a number of UCMJ  
offenses in connection with this incident:

NCIS (b)(6), (b)(7)(C)

2. All leads are to be conducted by NCIS offices. Do not  
forward any leads to other MCIOs for completion.

ACTION/LEAD

L.GCNR...CAPT

NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C)

Attempt to

obtain details and disposition of this incident.

L.PSWH...All four Marines rotated through the A-6 RAG prior to  
assignment to their operational squadrons. Attempt to  
locate any available flight training records that would  
indicate their proficiency in the A-6 and any problems  
encountered during training. If records are not  
available, attempt to determine where any such records  
would be located and forward this lead to the  
appropriate office.

L.GCCC...All four Marines were assigned to VT-4. Attempt to  
locate any available flight training records that would  
indicate their proficiency at the primary, intermediate  
and advanced training levels. If records are not  
available, attempt to determine where any such records  
would be located and forward this lead to the  
appropriate office.

L.DCWA...Per previous discussions between SA NCIS (b)(6), (b)(7)(C) and Trial  
Counsels, contact the USMC Air Office in the Pentagon  
and obtain copies of the investigation into the Jabal  
crash.

DISTRIBUTION \*SIHQ\*

NCISHQ: 0023

ACTION: GCNR/GCCC/PSWH/DCWA

INFO: GCPF/PSBG/EUNA

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAS NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

296683 14:00 19980415 IN:T2 #6701 OUT:EUNA #1455

ACTION/LEAD SHEET (OPEN)

15APR98

DEATH (1)

CONTROL: 15APR98-0023-0036-7HMS

1/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

COMMAND/MARFORLANT NORFOLK, VA/20100

MADE AT/0023/NCISHQ/ NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) NCIS CASE FILE: 1/MARFORLANT NORFOLK, VA/INVESTIGATIVE  
SUPPORT TO VMQA-2 JAGMAN INVESTIGATION  
CCN: 06FEB98-EUNA-0043-7HDR

CASE SUMMARY

1. The Commanding General, U.S. Marine Corps Forces, Atlantic, has requested NCIS provide assistance in support of military justice processes related to the alleged misconduct of four members of an EA6B aircrew involved in a mishap over Cavalese, Italy on 03FEB98. The mishap occurred when a USMC EA6B struck and severed two cables suspending a ski gondola several hundred feet in the air. The gondola fell to the ground and all twenty people inside died. Reference (B) documents assistance already provided to the JAGMAN investigation into this incident.

2. All leads will be generated and accomplished in order to provide specific phase assistance in support of the Legal Services Support Section (LSSS), Camp Lejeune, NC.

ACTION

1.WWSSD...NOTE THAT THIS IS ASSISTANCE IS CONSIDERED "PRIORITY ONE". ALL LEAD TASKING WILL BE EXPECTED TO RECEIVE EXPEDITIOUS HANDLING.

A.EUNA...Submit closing documentation for Ref (A).

EXHIBIT

(1) CO MARFORLANT Letter/5800/09APR98...(Copy 0023 Only)

DISTRIBUTION

NCISHQ: 0023  
ACTION: EUNA  
INFO: WWSSD

**WARNING**

002203

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

~~FOR OFFICIAL USE ONLY~~

Pages 2204 through 2209 redacted for the following reasons:

-----  
Referred to the United States Marine Corps



NCIS (b)(6), (b)(7)(C)

Vantage point: meeting in Agrarian Institute in San Michele All-Adige (Trento). in experimental section headquarters building, 2<sup>nd</sup> floor.

NCIS (b)(6), (b)(7)(C)

Vantage point: hill called Cime above Mastellina.

NCIS (b)(6), (b)(7)(C)

Vantage point: town called Mastriago.

NCIS (b)(6), (b)(7)(C)

Vantage point: driving through village of Dimaro.

NCIS (b)(6), (b)(7)(C)

Vantage point: Agip gas station, Pelizzano.

NCIS (b)(6), (b)(7)(C)

Vantage point: working at Alpe Cermis cable car, waiting room for passengers.

NCIS (b)(6), (b)(7)(C)

Vantage point: building the roof of house in Capriana.

NCIS (b)(6), (b)(7)(C)

Vantage point: Junction just past bridge at Masi di Cavelese.

NCIS (b)(6), (b)(7)(C)

Vantage point: walking along Marcialonga track in Masi di Cavalese about 300 meters from cableway.

NCIS (b)(6), (b)(7)(C)

Vantage point: between Trento & Bolzano.

NCIS (b)(6), (b)(7)(C)

Vantage point: driving main road connecting Trento and Bolzano towards Bolzano, just past Salerno.

NCIS (b)(6), (b)(7)(C)

Vantage point: N/A. Cleared flight for takeoff from Aviano & in Aviano when the plane called in an emergency & when plane landed.

NCIS (b)(6), (b)(7)(C)

Vantage point: N/A. In radar room, Aviano Air Base for takeoff and landing of plane.

NCIS (b)(6), (b)(7)(C)

Vantage point: N/A. In radar room, Aviano Air Base for takeoff and landing of plane.

NCIS (b)(6), (b)(7)(C)

Vantage point: town of Mastellina.

NCIS (b)(6), (b)(7)(C)

Vantage point: Q8. via Nazionale.

NCIS (b)(6), (b)(7)(C)

Vantage point: home. Mezzana. via Nazionale. 137.

Pages 2213 through 2330 redacted for the following reasons:

-----  
Contact Italian Republic Court of Trento to obtain  
Referred to the United States Marine Corps

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

07JUL98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA, NCIS (b)(6), (b)(7)(C), SPECIAL AGENT

REFERENCE

(A) LAET ALS/23JUN98

CASE SUMMARY

1. Ref (A) was submitted on 23JUN98, reflecting lead tasking was pending additional attempts to locate and interview Ms. NCIS (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) Inquiries of California Department of Motor Vehicles (DMV) records were made in an attempt to identify any vehicles registered to Ms. NCIS (b)(6), (b)(7)(C) There are presently no vehicles registered to Ms. NCIS (b)(6), (b)(7)(C) or Ms. NCIS (b)(6), (b)(7)(C) in California. Additional attempts to contact the residents at NCIS (b)(6), (b)(7)(C) have been unproductive. Lead tasking remains pending additional attempts to locate and interview Ms. NCIS (b)(6), (b)(7)(C) Submission of this report was delayed due to Reporting Agent being on leave from 27JUN98-06JUL98.

DISTRIBUTION

NCISHQ: 0023

INFO: CALE/0007/LAFC

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

457667 12:34 19980624 IN:LAET #504 OUT:CIS #8355

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

23JUN98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA, [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

## REFERENCE

(A) LAET ALS/16JUN98.

## CASE SUMMARY

1. Ref (A) was submitted on 16JUN98, reflecting lead tasking was pending additional attempts to locate and interview Ms. [REDACTED] NCIS (b)(6), (b)(7)(C). Numerous attempts to contact Ms. [REDACTED] NCIS (b)(6), (b)(7)(C) or the occupants of the residence have been unproductive. Lead tasking remains pending additional attempts to locate and interview Ms. [REDACTED] NCIS (b)(6), (b)(7)(C).

## DISTRIBUTION

NCISHQ: 0023

INFO: CALE/0007/LAFC

~~FOR OFFICIAL USE ONLY~~**WARNING**

002332

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

16JUN98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) LAET ALS/08JUN98

CASE SUMMARY

1. Ref (A) was submitted on 08JUN98, reflecting lead tasking was pending response to a letter mailed to Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) concerning who is renting his property at [REDACTED] NCIS (b)(6), (b)(7)(C) On 10JUN98, Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) telephoned NCISRA El Toro, CA and identified Ms. [REDACTED] NCIS (b)(6), (b)(7)(C) as the tenant renting his property. Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) did not provide any additional information. Lead tasking is pending additional attempts to locate and interview Ms. [REDACTED] NCIS (b)(6), (b)(7)(C)

DISTRIBUTION

NCISHQ: 0023

INFO: CALE/0007/LAFC

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

08JUN98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/ [REDACTED] SPECIAL AGENT

REFERENCE

(A) LAET ALS/29MAY98

CASE SUMMARY

1. Ref (A) was submitted on 29MAY98, reflecting lead tasking was pending the interview of Ms. [REDACTED] at her present address of [REDACTED]. Numerous attempts to contact Ms. [REDACTED] that residence have been unproductive. On 05JUN98, a letter requesting verification of her residing there was mailed to the owner of the property Mr. [REDACTED]. [REDACTED] Lead tasking is pending response to the letter mailed to [REDACTED] and the possible interview of Ms. [REDACTED].

DISTRIBUTION

NCISHQ: 0023

INFO: CALE/0007/LAFC

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED]

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

29MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) LAET ALS/13MAY98

CASE SUMMARY

1. Ref (A) was submitted on 13MAY98, reflecting lead tasking was pending the interview of Ms. [REDACTED] NCIS (b)(6), (b)(7)(C) at her present address of [REDACTED] NCIS (b)(6), (b)(7)(C). Additional attempts to contact and interview Ms. [REDACTED] NCIS (b)(6), (b)(7)(C) her address have been unproductive. Lead tasking remains pending continued efforts to interview Ms. [REDACTED] NCIS (b)(6), (b)(7)(C). Submission of this report was delayed due to Reporting Agent being TAD from 18MAY98-25MAY98.

DISTRIBUTION

NCISHQ: 0023

INFO: CALE/0007/LAFC

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAET [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

13MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCES

- (A) CALE ALS/06MAY98
- (B) LAET ALS/08MAY98

CASE SUMMARY

1. Ref (B) was submitted on 08MAY98, reflecting lead tasking in  
Ref (A) was pending additional attempts to locate and interview  
Ms. [REDACTED] NCIS (b)(6), (b)(7)(C) Additional inquiries reflect Ms [REDACTED] NCIS (b)(6), (b)(7)(C)  
current address is [REDACTED] NCIS (b)(6), (b)(7)(C) Lead  
tasking requested in Ref (A) remains pending the interview of Ms.  
[REDACTED] NCIS (b)(6), (b)(7)(C) Estimated date of completion for lead tasking is 15MAY98.

DISTRIBUTION

NCISHQ: 0023  
INFO: CALE/0007/LAFC

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (SUPP)

12MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/0023/NCISHQ/ [REDACTED] SPECIAL AGENT

REFERENCES

(A) LAET ALS/08MAY98

CASE SUMMARY

1. After review of ref (a), electronic database inquiries were  
conducted in an attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C)  
[REDACTED] NCIS (b)(6), (b)(7)(C) On 11May98, various inquiries were conducted  
through the CDB Infotek commercial database. CDB Infotek  
information is for lead purposes only and should be confirmed  
through independent investigative efforts.

2. The most recent address of [REDACTED] NCIS (b)(6), (b)(7)(C) was  
determined to be:

[REDACTED] NCIS (b)(6), (b)(7)(C)

[REDACTED] NCIS (b)(6), (b)(7)(C) using the name [REDACTED] NCIS (b)(6), (b)(7)(C) The owner of the property was  
identified as [REDACTED] NCIS (b)(6), (b)(7)(C) who also lives there. Other  
occupants were identified as [REDACTED] NCIS (b)(6), (b)(7)(C) and [REDACTED] NCIS (b)(6), (b)(7)(C)  
A possible telephone number for [REDACTED] NCIS (b)(6), (b)(7)(C)

3. An address history was developed for [REDACTED] NCIS (b)(6), (b)(7)(C) as  
follows:

[REDACTED] NCIS (b)(6), (b)(7)(C)

The address [REDACTED] NCIS (b)(6), (b)(7)(C) was also listed as a [REDACTED] NCIS (b)(6), (b)(7)(C) address with  
the same ZIP code. ZIP code 92657 is listed as a Newport Beach,  
CA ZIP code. The Postal Service ZIP Code Directory does not list  
Newport Coast, CA.

4. SSN track search indicates that the individual used that  
address for a credit related purpose and is not necessarily  
residing there.

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 OF 2

**WARNING**

I (MARFORLANT, NORFOLK, VA) ASSISTANCE TO AVIANO MISHAP JUDICIAL  
**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
PROCESS

DISTRIBUTION

NCISHQ: 0023

INFO: 0007/CALE/LAFC/LAET

~~FOR OFFICIAL USE ONLY~~

PAGE 2 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

08MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/DCQV/QUANTICO, VA/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS (PENDING)/07MAY98

CASE SUMMARY

1. As requested in ref (A), CAPT [REDACTED] NCIS (b)(6), (b)(7)(C), USMC [REDACTED] NCIS (b)(6), (b)(7)(C) was interviewed at DCQV by Participating Agent [REDACTED] NCIS (b)(6), (b)(7)(C) 07May98 [REDACTED] NCIS (b)(6), (b)(7)(C) provided a sworn statement regarding his knowledge/recollection of the 16Jan97 flight with CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) which is appended as exhibit (1).

2. Telephonic contact with DCWA revealed that MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, [REDACTED] NCIS (b)(6), (b)(7)(C) is currently assigned to MCCDC Quantico, therefore lead coverage would be handled by DCQV.

3. On 07May98, MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) was interviewed by Reporting Agent (RA) and provided a sworn statement regarding his recollection of the 16Jan97 flight with CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) and the AV047 low level route, exhibit (2) pertains.

EXHIBITS

- (1) Sworn Statement [REDACTED] NCIS (b)(6), (b)(7)(C) 07May98... (Orig CALE only)
- (2) Sworn Statement [REDACTED] NCIS (b)(6), (b)(7)(C) 07May98... (Orig CALE only)

PARTICIPATING AGENT

[REDACTED] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA Quantico

DISTRIBUTION

NCISHQ: 0023B  
INFO: DCWA/CALE (M)

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

08MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/DCWA/WASHINGTON, DC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS /07MAY98

CASE SUMMARY

1. IRT lead tasking set forth in reference (A), it was determined  
Major [REDACTED] USMC, was physically located aboard MCB  
Quantico, VA, on 07MAY98, attending a conference. Members of DCQV  
were able to locate, interview and obtain a sworn statement from  
[REDACTED]

ACTION/LEAD

L.DCQV...Comply with lead tasking as set force in reference (A)  
to DCWA. Forward results to CALE.

DISTRIBUTION

NCISHQ: 0023  
ACTION: DCQV  
INFO: CALE/0007/DCWA

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

08MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/ [REDACTED] SPECIAL AGENT

REFERENCE

(A) CALE ALS/06MAY98

CASE SUMMARY

1. Pursuant to lead tasking set forth in Ref (A), on 07MAY98 and 08MAY98, several attempts to locate Ms. [REDACTED] were made at her last known address of [REDACTED]. A check of the California Law Enforcement Teletype System (CLETS), shows her present address under her [REDACTED] as the address provided in Ref (A); however, the apartment appears to be vacant and there are no rental records available at the property rental office. Additional attempts to locate and interview Ms. [REDACTED] ongoing. Lead tasking is pending additional attempts to locate and interview Ms. [REDACTED]

PARTICIPATING AGENT

[REDACTED], Special Agent, NCISRA El Toro, CA

ACTION/LEAD

L.CALE...Attempt to locate a forwarding address for Ms. [REDACTED] any other information that may be helpful in locating her.

DISTRIBUTION

NCISHQ: 0023  
ACTION: CALE  
INFO: 0007/LAFC

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED]

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

23MAR99

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/EUNA/NAPLES, ITALY, [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCES

- (A) 0023 ALS (PENDING)/01MAY98
- (B) EUNA ALS (PENDING)/09JUL98

CASE SUMMARY

1. IAW reference (A), Tasking Control Binders summarizing, documenting and containing statements and Investigative Actions for taskings completed by NCISFO Europe, were provided to NCISRA Camp Lejeune, NC, reference (B) pertains. Since the submission of reference (B), all completed investigative taskings were provided directly to the Marine Trial Counsel due to the exigent nature of the material. Completion of NCISFO tasking is pending the reporting of this material in Tasking Control Binders, and providing it to NCISRA Camp Lejeune.

DISTRIBUTION

NCISHQ: 0023  
NCISFO: EUNA  
INFO: CALE

**WARNING**

~~OFFICIAL USE ONLY~~

1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

002343

23 Mar [REDACTED] NCIS (b)(6), (b)(7)(C)

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

17FEB99

DEATH (II)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PR  
OCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/SDYU/YUMA, AZ [REDACTED] SPECIAL AGENT

REFERENCE

(a) CALE ALS/05FEB99

CASE SUMMARY

1. IAW Reference (A), on 05Feb99, [REDACTED] NCIS (b)(6), (b)(7)(C), CAPT USMC, 225-13-4135, MAWTS-1, MCAS Yuma, Az, was interviewed regarding his knowledge of low level route AV047 in Italy. [REDACTED] NCIS (b)(6), (b)(7)(C) related he had flown a low level route near Aviano, Italy, which had been previously certified by the US Air Force. [REDACTED] NCIS (b)(6), (b)(7)(C) stated he could not recall the number of the route, however, gave a brief description of the route. [REDACTED] NCIS (b)(6), (b)(7)(C) stated he was unaware of any obstructions or cable systems on the route. This information was provided to CALE on 05Feb99 (exhibit (1) pertains). Lead tasking at SDYU is complete.

Exhibit

(1) IA: Interview of Capt [REDACTED] NCIS (b)(6), (b)(7)(C) 05Feb99... (orig CALE only)

DISTRIBUTION

NCISHQ: 0023B

INFO: CALE (M)/SDND

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

05FEB99

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). The mishap occurred on a low level route in Italy identified as AV047. Information has recently been developed indicating a USMC aviator identified only as MAJ [REDACTED] did a survey of this route circa JAN95, prior to the time any USMC EA6B squadrons started flying the route. MAJ [REDACTED] currently assigned to MOTS-1 at Marine Corps Air Station (MCAS) Yuma, AZ.

**ACTION/LEAD**

L.SDYU...Contact and interview MAJ [REDACTED] Determine details of the survey conducted to include any restrictions, obstructions, and more specifically if he was aware of the cable system in the Cavalese Valley. Determine if MAJ [REDACTED] has any notes or other documents relating to this tasking, and if so seize and forward to CALE via an overnight delivery service. The court martial for one of the involved aviators has already convened, therefore, request expeditious handing in the form of advance fax copies of any information gleaned.

DISTRIBUTION \*SIHQ\*

NCISHQ: 23B1

ACTION: SDYU

INFO: SDND

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (SUPP)

01FEB99

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/[REDACTED] NCIS (b)(6), (b)(7)(C), SPECIAL AGENT

REFERENCE

(A) LAET ALS/09DEC98

CASE SUMMARY

1. Subsequent to the submission of Ref (A), Reporting Agent (RA) drove to [REDACTED] NCIS (b)(6), (b)(7)(C) This address is located within a shopping center, but there was no business located there by the name of Confusion Snowboards allegedly owned by [REDACTED] NCIS (b)(6), (b)(7)(C) Exhibit (1) pertains. No other pertinent information was obtained.

EXHIBIT

(1) IA: [REDACTED] NCIS (b)(6), (b)(7)(C)  
28Jan99...(CALE only)

DISTRIBUTION

NCISHQ: 23B1  
NCISFO: CALE (M)  
INFO: LAFC

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

863952 17:40 19990120 IN:T2 #24545 OUT:CTS #56664  
U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

ACTION/LEAD SHEET (RUC)

20JAN99

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/0023CI/NCISHQ, [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS (PENDING)/19JAN99

CASE SUMMARY

1. In response to reference (A), the LEXIS/NEXIS data base was queried for newspaper articles pertaining to interviews with Capt [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, [REDACTED] NCIS (b)(6), (b)(7)(C) Exhibit (1) pertains a 16Jul98 interview with [REDACTED] NCIS (b)(6), (b)(7)(C) by a staff writer at The Denver Post. Exhibit (2) pertains newspaper articles with interviews/comments from [REDACTED] NCIS (b)(6), (b)(7)(C) a [REDACTED] NCIS (b)(6), (b)(7)(C) and a quote from Capt [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, [REDACTED] NCIS (b)(6), (b)(7)(C) No further inquires were conducted. Lead tasking complete.

2. LEXIS/NEXIS is for lead purposes only and should be confirmed through independent investigative efforts.

EXHIBITS

- (1) IA: The Denver Post Article, [REDACTED] NCIS (b)(6), (b)(7)(C) Jul98... (Copy All)
- (2) IA: Newspaper Articles, [REDACTED] NCIS (b)(6), (b)(7)(C) Various... (Copy All)

DISTRIBUTION

NCISHQ: 0023  
INFO: CALE

WARNING

~~OFFICIAL USE ONLY~~

1 LAST

HSR

3. NAVAL CRIMINAL INVESTIGATIVE SERVICE

**WARNING**

002348

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

# Lead Story

[Back to Home Page](#)

## General says inspectors showed bias

By **NCIS (b)(6), (b)(7)(C)**

Sun Journal Staff

**CAMP LEJEUNE** — Military investigators who looked into the Feb. 3 tragedy involving a Marine EA-6B Prowler that sliced a gondola cable in Cavalese, Italy, killing 20 people, showed bias toward the aircrew, according to the general in charge of the investigation.

“I was the only member of the (command investigation) board who was not an EA-6B or A-6 pilot,” said Maj. Gen. **NCIS (b)(6), (b)(7)(C)** former deputy commander, Marine Corps Forces Atlantic. “Early on, the board was trying to make light of what happened. Twenty people were killed and they didn’t take it seriously.”

**NCIS (b)(6), (b)(7)(C)** was appointed by MARFORLANT Commander Lt. Gen. **NCIS (b)(6), (b)(7)(C)** as president of the CIB, whose members probed the cause of the accident.

Questioned for nearly three hours by defense attorneys for Capt. **NCIS (b)(6), (b)(7)(C)** the pilot, and **NCIS (b)(6), (b)(7)(C)** the navigator, **NCIS (b)(6), (b)(7)(C)** said he had to remind his board they were in Italy to find the facts “... and not defend the four crew members.”

“We were not there to prosecute, we were not there to defend,” he said.

On Tuesday, **NCIS (b)(6), (b)(7)(C)** commanding general of 3d Marine Aircraft Wing in Miramar, Calif., was the second general ordered to testify by military judge Lt. Col. **NCIS (b)(6), (b)(7)(C)** this week. He and **NCIS (b)(6), (b)(7)(C)** were called during the Phase I litigation to answer questions about alleged improper influence on the decision to charge the Prowler crew.

Denying he was pressured by his superior, **NCIS (b)(6), (b)(7)(C)** said he ordered the CIB to send all telephone calls made to them to him. The general would brief the board on the substance of each telephone conversation.

“It was an open board. They knew everything that I did. The important thing is we went over every single one of their recommendations,” **NCIS (b)(6), (b)(7)(C)** said.

**NCIS (b)(6), (b)(7)(C)** testimony concurred with what **NCIS (b)(6), (b)(7)(C)** stated Monday, that the two talked daily about the progress of the investigation, but not about the content. **NCIS (b)(6), (b)(7)(C)** also said he sent copies of the board’s drafts to commandant of the Marine Corps Gen. **NCIS (b)(6), (b)(7)(C)** attorney, **NCIS (b)(6), (b)(7)(C)** because **NCIS (b)(6), (b)(7)(C)** would be at Marine headquarters in Washington for a few days.

In addition, **NCIS (b)(6), (b)(7)(C)** spoke with **NCIS (b)(6), (b)(7)(C)** by telephone on several occasions.

“I did have a couple legal questions,” said the two-star general. **NCIS (b)(6), (b)(7)(C)** never made any reference



Home - Yahoo! - My Yahoo! - Help



**Yahoo! Travel** - book airline tickets, hotel rooms, cruises, rental cars

Index | Top Stories | Business | Tech | Politics | World | Local | Entertainment | Sports | Science | Health

**Yahoo! News**

**AP Headlines**

Monday January 11 9:42 AM ET

## Publisher Joins Cable Car Dispute

NEW YORK (AP) - Both Rolling Stone magazine and CBS are fighting subpoenas from military prosecutors seeking unpublished or unaired material about a deadly ski lift accident in the Italian Alps.

Rolling Stone filed a motion to quash a subpoena on Friday with a military court at Camp Lejeune, N.C., the same day that CBS took similar action, magazine lawyer [REDACTED] said Sunday.

For reporters to be forced to divulge such information violates protections guaranteed by the First Amendment, [REDACTED] said.

"It's a perfect example of the right of confidentiality," she said. "Why would defendants facing criminal charges go to the media if they think that what they say could be used against them under the Constitution? Sources are going to be reluctant to come forward and give their side of the story."

Twenty people were killed Feb. 3 when a Marine Corps EA-6B Prowler jet on a training mission slashed through the cables supporting a gondola at a ski resort in the Italian Alps.

Capt. [REDACTED] the pilot, and Capt. [REDACTED] the navigator, are scheduled for court-martial on charges of manslaughter and negligent homicide. [REDACTED] trial is scheduled for Feb. 4, [REDACTED] for Feb. 22.

Rolling Stone published an article on the gondola tragedy in its Dec. 10 issue. The subpoena seeks to force editor [REDACTED] and contributing editor [REDACTED], who wrote the story, to give up raw and unused material, including off-the-record interviews, said the magazine's lawyer.

CBS said earlier that the prosecutors had subpoenaed unaired interviews for a "60 Minutes" report with [REDACTED] and Capt. [REDACTED] one of two back-seat officers in the jet, who was previously cleared of wrongdoing.

On Friday, lawyer [REDACTED] a First Amendment expert, filed a motion to quash the CBS subpoena, calling it an egregious demand.

"The notion of making CBS the conduit to the government for those interviews is inconsistent with First Amendment principles," he said.

Lt. Col. [REDACTED] a Marine spokeswoman, said that the decision on whether the materials would be released rests with the court and that the Marine Corps had no say in the matter.

**Earlier Stories**

- [CBS News Fights Military Subpoena \(January 9\)](#)

---

[Wed Jan 13](#) | [Tue Jan 12](#) | [Mon Jan 11](#) | [Sun Jan 10](#) | [Sat Jan 09](#) | [Fri Jan 08](#) | [Thu Jan 07](#)

[Index](#) | [Top Stories](#) | [Business](#) | [Tech](#) | [Politics](#) | [World](#) | [Local](#) | [Entertainment](#) | [Sports](#) | [Science](#) | [Health](#)

---

[Questions or Comments](#)

Copyright © 1999 The Associated Press. All rights reserved.

The information contained in the AP News report may not be published, broadcast, rewritten or redistributed without the prior written authority of The Associated Press.

What's new in  
Sports  
today?  
click here

Tired of paying *high interest rates?*

Click Here

FUSA Brands Platinum - 3.9% 5 mo/ 9.99%



u.s. > story page

- MAIN PAGE
- WORLD
- U.S.
- LOCAL
- POLITICS
- WEATHER
- BUSINESS
- SPORTS
- SCI-TECH
- ENTERTAINMENT
- BOOKS
- TRAVEL
- FOOD
- HEALTH
- STYLE
- IN-DEPTH

# Families of cable car accident victims want compensation from U.S.

In this story:

- [German mayor presses for \\$60 million from U.S.](#)
- [Jury to see photos of Italian crash site, bodies](#)
- [Related stories and sites](#)



The February crash site in Cavalese

January 12, 1999  
Web posted at: 10:12 p.m. EST (0312 GMT)

- custom news
- Headline News brief
- daily almanac
- CNN networks
- on-air transcripts
- news quiz

WASHINGTON (CNN) -- The United States has compensated the owners of a gondola destroyed in a cable car accident in Italy before addressing the needs of the families of those killed, said representatives of the victims' relatives Tuesday.

- CNN WEB SITES:
- [cnn.com](#)
  - [allpolitics](#)
  - [SVENSKA](#)
  - [EN ESPAÑOL](#)
  - [em português](#)

Attorney **NCIS (b)(6), (b)(7)(C)** representing seven German and two Polish victims, said the United States has given \$20 million to pay for property damage at the Cavalese ski resort, but has not yet compensated relatives of the deceased.

Last February, a U.S. Marine Corps jet clipped gondola cables over the Italian ski resort, sending 20 Europeans to their deaths. The two aviators currently face manslaughter charges in a military court proceeding at Camp Lejeune, North Carolina.

PATHFINDER SITES:

Go To ...

- MORE SERVICES:
- video on demand
  - video archive
  - audio on demand
  - news email services
  - free email accounts
  - desktop headlines
  - pointcast
  - pagenet

"We are here to say that these victims' families should have the same fair justice, fair and expeditiously as the cable car company, **NCIS (b)(6), (b)(7)(C)** said.

**NCIS (b)(6), (b)(7)(C)** said that under a NATO treaty, claims can take as long as 10 years to process through the U.S. and Italian governments. Congress cut through the bureaucratic red tape to pay for the gondola damage and should do the same for the victims' families, he said.

- DISCUSSION:
- message boards
  - chat
  - feedback

Congress dropped a provision that would have created a \$60 million pool of money to handle claims by the families, according to **NCIS (b)(6), (b)(7)(C)**



**German mayor presses for \$60 million from U.S.**

SITE GUIDES:

- [help](#)
- [contents](#)
- [search](#)

FASTER ACCESS:

- [europe](#)
- [japan](#)

WEB SERVICES:

**GET 5% CASH BACK**  
FOR ONLINE PURCHASES

**BigYellow**  
Stop Searching. FIND people

FIND books  
barnesandnoble.com

Business  
Tech  
Fiction

GO



Burgstadt, Germany, Mayor Lothar Naumann talks to reporters in Washington

## million from U.S.

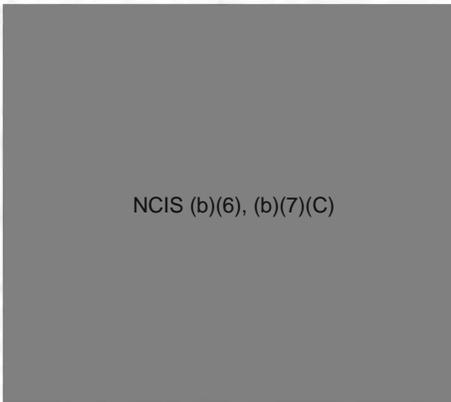
(b)(6), (b)(7)(C) joined by (b)(6), (b)(7)(C) mayor of Burgstadt, Germany, home to seven of the victims. He said he would press the U.S. government to pay \$60 million in compensation to families of all the victims.

(b)(6), (b)(7)(C) said U.S. government officials had promised they would do all they could to help the families. He said he would enlist German diplomats to make his case.

Seven Germans, five Belgians, three Italians, two Poles, two Austrians and one Dutch visitor died in the accident. Lawyers are seeking \$3 million to \$6 million in compensation for each family involved.

### Jury to see some photos of crash site, bodies

Meanwhile, in Camp Lejeune, jurors in the manslaughter case of the two Marines will see three photos from the crash site, a military judge ruled Tuesday.



NCIS (b)(6), (b)(7)(C)

Prosecutors, arguing that jurors need to see the wreckage and bodies to fully understand the case, wanted to introduce nearly 50 pictures. Defense lawyers argued that the photos would have little value as evidence and would only shock the jury.

The military judge, Lt. Col. (b)(6), (b)(7)(C) deemed some of the photos too graphic. The ones he permitted in court will show some bodies, but are not as graphic as other pictures.

Capt. (b)(6), (b)(7)(C) the pilot, and Capt. (b)(6), (b)(7)(C) the navigator, also face separate courts-martial next month at Camp Lejeune.

The accident occurred when their EA-6B Prowler was flying on a training mission from a U.S. air base in Aviano, Italy. A military board concluded that planes in the area were prohibited from flying below 2,000 feet (610 meters), but that most airmen wrongly believed they could fly at 1,000 feet (305 meters).

The jet was flying even lower when it severed the two gondola cables, which were about 370 feet (110 meters) off the ground.

*The Associated Press and Reuters contributed to this report.*

#### Related stories:

#### Latest Headlines

- [U.S. Marine defendants seek to bar](#)
- [Brazil devaluation shakes](#)

- [cablecar photos - January 11, 1999](#)
- [Report: Marine flier given immunity for information - September 2, 1998](#)
- [Two Marines arraigned for deadly ski lift crash - August 3, 1998](#)
- [Italy won't prosecute U.S. Marines in ski disaster - July 13, 1998](#)
- [Military trials ordered in cable car accident - July 10, 1998](#)
- [Marine memo warned of 'dire events' before cable car disaster - June 16, 1998](#)

- [world markets](#)
- [China, U.S. clash over rights issues](#)
- [Japan Cabinet reshuffle bolsters Obuchi rule](#)
- [Opening impeachment arguments set to begin](#)
- [4 killed in U.S. military plane crash in Germany](#)
- [Reports \(b\)\(6\), \(b\)\(7\)\(C\) propose new tax on cigarettes](#)
- [French virtual senate to decide Internet law](#)
- [Into Thin Air \(b\)\(6\), \(b\)\(7\)\(C\) leaves an unparalleled legacy](#)
- [Flyers blank Caps for fourth straight shutout](#)
- [No. 8 Auburn 16-0 after 74-59 victory over Ole Miss](#)
- [Wall Street falls under Brazil spell](#)
- [Ford in talks with Volvo](#)
- [Former Livent executives indicted](#)

**Related sites:**

Note: Pages will open in a new browser window

- [United States Marine Corps](#)
- [Aviano Air Base Home Page](#)

*External sites are not endorsed by CNN Interactive.*

[Today on CNN](#)

Search CNN by 

Enter keyword(s)

[go](#) [help](#)

**Tired of paying *high interest rates?***

FUSA Brands Platinum - 3.9% 5 mo/ 9.99%

[Back to the top](#)

© 1999 Cable News Network. All Rights Reserved.  
Terms under which this service is provided to you.  
[Read our privacy guidelines.](#)



Jan. 14, 1999 >> 9:10 am GMT

on:target

The story below was selected from CNN Custom News - a new personalized service that delivers only the news that's important to YOU.

Sign up now to receive your personal news stories, weather, sports scores, and stock quotes from over 100 different sources - all for FREE. If you're already a user, please login.



- Custom News ▾
- Home
- World
- U.S.
- Weather
- Sports
- Business
- Sci-Tech
- Showbiz
- Lifestyle
- alt
- On Target
- Search



- Help
- Feedback
- Log Out



- CNN.com ▾
- Home Community
- World US
- Local Weather
- Sports Business
- Travel Sci-Tech
- Style Showbiz
- Earth Health



SEARCH



# Marine Was to Tape Fatal Italian Flight Witness

Reuters  
13-JAN-99

CAMP LEJEUNE, N.C., Jan 13 (AP) — A Marine crewman planned to make a personal videotape of the low-level training flight over the Italian Alps that killed 20 people last February when a U.S. jet clipped lift cables at a ski resort, a Marine on the flight said on Wednesday.

The videotape, which has not been found, was considered by prosecutors as evidence the Marines were "flat-hatting"-- flying too low and too fast when their EA-6B Prowler struck the cables, sending a gondola filled with skiers plunging to the ground.

"It was mentioned that the low-level (flight) was to be videotaped for personal use, and I was OK with that," Capt. [redacted] one of four Marines on the mission, said during a pretrial hearing at Camp Lejeune in North Carolina.

Cpts. [redacted] who were based in Italy flying NATO support missions over Bosnia at the time of the accident, were charged with 20 counts each of involuntary manslaughter and negligent homicide.

The Marines, [redacted] also face conspiracy and obstruction-of-justice charges for allegedly spiriting the videotape out of the cockpit of the damaged electronic surveillance jet after returning safely to the Aviano air base.

[redacted] will be court-martialed on Feb. 4, and [redacted] trial opens on Feb. 22.



NCIS (b)(6), (b)(7)(C) and another Marine, Capt. NCIS (b)(6), (b)(7)(C) both of whom were in the rear of the four-seater jet, were not charged in the accident, which sparked calls to close Italian NATO bases to U.S. troops.

NCIS (b)(6), (b)(7)(C) was the first of the crewmen to testify about the flight, and questioning during Wednesday's pretrial hearing was limited to who had custody of the video camera and tapes and a 35 mm camera brought on board.

NCIS (b)(6), (b)(7)(C) who was in Italy last year to lay the groundwork for a new squadron heading for the Aviano air base, said (b)(6), (b)(7)(C) appeared to take still photos during the Feb. 3 flight.

"I saw him hold up a camera like he was trying to take a picture out the right side of the aircraft," NCIS (b)(6), (b)(7)(C) said.

That camera, with 32 exposed pictures still inside, was recovered from the jet, along with the video camera, one videotape and two tape wrappers. Military prosecutors have not disclosed whether pictures from (b)(6), (b)(7)(C) camera will be introduced as evidence in the courts-martial.

*Copyright 1999 Reuters Limited. All rights reserved.*

Your customer needs product with

[↑ to top](#)

© 1999 Cable News Network, Inc. A Time Warner Company  
All Rights Reserved. Terms under which this information is provided to you.  
[Read our privacy guidelines.](#)

Custom News is built on **ORACLE** technology.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

19JAN99

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. NCIS is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO1) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). Information was developed by Trial Counsel (TC) that CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) III, USMC, ECMO2, (seated in the back seat of the mishap aircraft) may have given an interview published by the Denver Post, Denver, Colorado pertaining to the mishap. Additionally, information surfaced indicating CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) have also given a television interview aired by a CBS affiliate in Denver, Colorado. TC requested NCIS attempt to get a copy of any published interviews provided by CAPT [REDACTED] NCIS (b)(6), (b)(7)(C)

**ACTION/LEAD**

A.23CI...Conduct inquiries of LEXIS/NEXIS and any other available data bases for the aforementioned media interviews. Provide results to SA [REDACTED] NCIS (b)(6), (b)(7)(C) or SA [REDACTED] NCIS (b)(6), (b)(7)(C) CALE, CML: [REDACTED] NCIS (b)(6), (b)(7)(C) FAX: [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C)

DISTRIBUTION \*SIHQ\*

NCISHQ: 23B1

ACTION: 23CI

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

09DEC98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA, [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) LAET ALS/30NOV98

CASE SUMMARY

1. Subsequent to the submission of Ref (A), Participating Agent  
(P [REDACTED] NCIS (b)(6), (b)(7)(C) made contact with an unidentified female [REDACTED] NCIS (b)(6), (b)(7)(C)  
[REDACTED] NCIS (b)(6), (b)(7)(C) in an attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C)  
[REDACTED] NCIS (b)(6), (b)(7)(C) This woman (NFI) advised she did not know anyone  
by the name [REDACTED] NCIS (b)(6), (b)(7)(C) nor did she know if anyone by that name  
might have been a previous resident of her address, Exhibit (1)  
pertains. Again on 04Dec98, this woman identified herself as  
[REDACTED] NCIS (b)(6), (b)(7)(C) in a telephone message to Reporting Agent [REDACTED] NCIS (b)(6), (b)(7)(C)  
stated she could not be of assistance in this matter and had  
provided the same information to [REDACTED] NCIS (b)(6), (b)(7)(C) Exhibit (2) pertains.  
No other pertinent information was obtained.

EXHIBIT

- (1) IA: Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C) 02Dec98... (CALE  
only)
- (2) IA: Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C) /07Dec98... (CALE  
only)

Participating Agent

[REDACTED] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA

DISTRIBUTION

NCISHQ: 23B1  
NCISFO: CALE (M)  
INFO: LAFC

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

30NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) LAET ALS/24NOV98

CASE SUMMARY

1. Subsequent to the submission of Ref (A), Participating Agents  
(PAs) [REDACTED] NCIS (b)(6), (b)(7)(C) attempted to locate [REDACTED] NCIS (b)(6), (b)(7)(C)  
in Laguna Niguel, CA. This attempt was negative, Exhibit (1)  
pertains.

EXHIBIT

(1) IA: Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C) /30Nov98...(CALE  
only)

Participating Agents

[REDACTED] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA  
Investigator, CID, PMO, MCAS El Toro, CA

DISTRIBUTION

NCISHQ: 23B1  
NCISFO: CALE (M)  
INFO: LAFC

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

24NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA, [REDACTED] NCIS (b)(6), (b)(7)(C), SPECIAL AGENT

REFERENCE

(A) LAET ALS/16NOV98

CASE SUMMARY

1. Subsequent to the submission of Ref (A), Participating Agent  
attempted to locate [REDACTED] NCIS (b)(6), (b)(7)(C)  
This attempt was negative, Exhibit (1) pertains.

EXHIBIT

(1) IA: Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C) /23Nov98... (CALE  
only)

Participating Agent

[REDACTED] NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA

DISTRIBUTION

NCISHQ: 23B1

NCISFO: CALE (M)

INFO: LAFC

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

19NOV98

DEATH (II)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/SDPE/CAMP PENDLETON, CA, [REDACTED] NCIS (b)(6), (b)(7)(C), SPECIAL AGENT

REFERENCE

(A) CALE ALS (PENDING)/16NOV98

CASE SUMMARY

1. Pursuant to the lead in ref(a), Capt [REDACTED] NCIS (b)(6), (b)(7)(C) was interviewed. He stated Capt [REDACTED] NCIS (b)(6), (b)(7)(C) made no comments to him in reference to the Aviano mishap. Exhibit (1) pertains.

EXHIBIT

(1) IA: Interview of [REDACTED] NCIS (b)(6), (b)(7)(C) 19Nov98... (Copy all/less SDND)

DISTRIBUTION

NCISHQ: 0023B (M)  
INFO: CALE (M)  
SDND

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

19NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/NEBK/BRUNSWICK, ME/ [REDACTED] SPECIAL AGENT

REFERENCE

(A) NCISHQ 0023/18NOV98

CASE SUMMARY

1. Immediately upon receipt of the facsimile copy of ref (A),  
telephonic contact was made with the requestor. Subsequent  
contact with the command, FASOTRAGRULANT DET, of CAP [REDACTED]  
[REDACTED] SMC, revealed he was out in the field, at the Survival,  
Evasion, Resistance and Escape (SERE) School in the area of  
Rangely, ME, and was not due to return until after the prescribed  
deadline for lead completion. Re-contact with requestor, SA  
[REDACTED] CALE, conceded the utilization of a telephonic  
interview due to the SJA deadline for information.

2. A message was sent by command to [REDACTED] to contact  
reporting agent. As a result [REDACTED] contacted reporting agent  
and stated he has not had any contact with CAP [REDACTED] since the  
incident at Aviano. A results of interview was completed and is  
appended as exhibit (1).

DISTRIBUTION

NCISHQ: 0023 \*SIHQ\*  
INFO: NEPN/NENP/CALE (M) (F)

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED]

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

18NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC, [REDACTED] NCIS (b)(6), (b)(7)(C), SPECIAL AGENT

**CASE SUMMARY**

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, [REDACTED] NCIS (b)(6), (b)(7)(C) was the pilot of the aircraft. On 06May98, five 4MM server backup tapes for the server utilized for E-mail accounts of VMAQ-2 personnel were seized at VMAQ-2, Marine Corps Air Station (MCAS) Cherry Point, NC. These tapes were later copied onto a CD at the Information Systems Management Office (ISMO), Camp Lejeune, NC, and were subsequently reviewed by NCIS headquarters personnel. E-mails deemed possibly relevant to this investigation were later provided directly to trial counsel at CLNC. Though no E-mails were found after the mishap between CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) and CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) older E-mails were located indicating the two were good friends and had discussed snowboarding and possible business ventures. Captain [REDACTED] NCIS (b)(6), (b)(7)(C) active in winter sports and co-owner of company known as "Confusion Snowboards".

**ACTION/LEAD**

L.NEBK...Conduct interview of CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C) is assigned to SERE at NAS Brunswick, ME. Ascertain relationship with CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) and determine if CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) had any contact with CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) once the mishap occurred. If so, determine specific details of information about the mishap learned from CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) including what CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) said about the crime, what CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) said happened in the cockpit, why they were taking a video-tape of the low level route, why they destroyed the video-tape, and what CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) said about how the investigation was being conducted. Obtain sworn statement and provide to CALE. Expeditious handling requested due to 20Nov98 SJA deadline, advance fax copy requested.

DISTRIBUTION \*SIHQ\*  
NCISHQ: 23B1

~~FOR OFFICIAL USE ONLY~~  
PAGE 1

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

15APR98-0023-0036-7HMS

18NOV98

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL

ACTION: NEBK  
INFO: NENP

~~FOR OFFICIAL USE ONLY~~  
PAGE 2 LAST (S) (b)(6), (b)(7)(C)

002364

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

16NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, [REDACTED] NCIS (b)(6), (b)(7)(C) was the pilot of the aircraft. On 06May98, five 4MM server backup tapes for the server utilized for E-mail accounts of VMAQ-2 personnel were seized at VMAQ-2, Marine Corps Air Station (MCAS) Cherry Point, NC. These tapes were later copied onto a CD at the Information Systems Management Office (ISMO), Camp Lejeune, NC, and were subsequently reviewed by NCIS headquarters personnel. E-mails deemed possibly relevant to this investigation were later provided directly to trial counsel at CLNC. CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) had contact with numerous persons after the mishap occurred via USMC E-mail, including CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, MP CO, HQBN, 1st Marine Division, Camp Pendelton, CA.

**ACTION/LEAD**

L.SDPE...Conduct interview of CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) to ascertain relationship with CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) specific information about the mishap learned from [REDACTED] NCIS (b)(6), (b)(7)(C) including what [REDACTED] NCIS (b)(6), (b)(7)(C) said about the crime, what [REDACTED] NCIS (b)(6), (b)(7)(C) said happened in the cockpit, why they were taking a video-tape of the low level route, why they destroyed the video-tape, and what [REDACTED] NCIS (b)(6), (b)(7)(C) said about how the investigation was being conducted. E-mails between the two did not mention specifics of the mishap, but [REDACTED] NCIS (b)(6), (b)(7)(C) complained about the procedures being used in the investigation, and said his fate and the fate of his fellow crew members was solely dependant on politics and the media. Obtain sworn statement and provide to CALE. Expeditious handling requested due to 20Nov98 SJA deadline, advance fax copy requested.

DISTRIBUTION \*SIHQ\*  
NCISHQ: 23B1  
ACTION: SDPE

~~FOR OFFICIAL USE ONLY~~  
PAGE 1

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

15APR98-0023-0036-7HMS

16NOV98

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL

INFO: SDND

~~FOR OFFICIAL USE ONLY~~

PAGE 2 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

002366

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

16NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA, [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS/09NOV98

CASE SUMMARY

1. Subsequent to the receipt of mail exhibits attached to Ref  
(A), Reporting Agent went to addresses in Laguna Niguel, CA,  
believed to possibly be residential and business addresses for  
[REDACTED] NCIS (b)(6), (b)(7)(C) and Confusion Snowboards. [REDACTED] NCIS (b)(6), (b)(7)(C) was not  
reached, but additional attempts to contact him will be made  
between 16-20Nov98. Exhibit (1) and (2) pertain. to date.

EXHIBITS

- (1) IA: Attempt to locate [REDACTED] NCIS (b)(6), (b)(7)(C) 16Nov98... (CALE  
only)
- (2) IA: Attempt to locate Confusion Snowboards/16Nov98... (CALE  
only)

DISTRIBUTION

NCISHQ: 23B1  
NCISFO: CALE (M)  
INFO: LAFC

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LA [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

13NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT NORFOLK, VA/20100

MADE AT/PSWH/WHIDBEY ISLAND, WA/ [REDACTED] SPECIAL AGENT

REFERENCE

(A) CALE ALS (PENDING)/06NOV98

CASE SUMMARY

1. Subsequent to reference (a), LTCOL [REDACTED] USMC,  
Executive Officer, VAQ-129, NAS Whidbey Island, provided excerpt  
copies of the requested "Low Altitude" training, syllabus, and  
missions. According to [REDACTED] these are the current and updated  
versions, as the versions used during the exact training periods  
were not available. In the training material, pilot info is  
identified as "PF" and navigator info is identified as "NF".  
[REDACTED] believed the only thing different in the updated versions  
was identifying specific maneuvers as "3G". Should the older  
versions surface during review of squadron facilities (computer  
files) NCIS will be notified.

EXHIBIT

(1) IA: Acquisition Training Information/13NOV98...(Copy CALE  
only)

DISTRIBUTION

\*SIHQ\*

NCISHQ: 0023

INFO: CALE (F)/(M)/PSBG

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED]

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

13NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/0023CI/NCISHQ/[REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS (PENDING)/06NOV98

CASE SUMMARY

1. In response to reference (A), contact was made with the  
Department of Defense, Defense Security Service (DSS), in  
Washington, D.C., to obtain dossiers pertaining to CAPT [REDACTED] NCIS (b)(6), (b)(7)(C)  
[REDACTED] NCIS (b)(6), (b)(7)(C) USMC, CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, CAPT  
[REDACTED] NCIS (b)(6), (b)(7)(C) USMC, and CAPT [REDACTED] NCIS (b)(6), (b)(7)(C)  
USMC. Copies of the investigations have been attached as  
Exhibit (1). Lead tasking completed.

EXHIBITS

(1) IA: Results of Contact with DSS/13Nov98...(Orig CALE Only)

DISTRIBUTION

NCISHQ: 0023  
INFO: CALE (M)

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

09NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC, [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). Information was developed that CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) pilot of the mishap aircraft, is co-owner of Confusion Snowboards located in Southern California. CDB Infotek inquiries disclosed CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) owns the business with a [REDACTED] NCIS (b)(6), (b)(7)(C) SSN: [REDACTED] NCIS (b)(6), (b)(7)(C) residing at [REDACTED] NCIS (b)(6), (b)(7)(C). Exhibit (1) provides details. Review of CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) government email account disclosed about 3 days after the aircraft mishap, CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) sent an e-mail to [REDACTED] NCIS (b)(6), (b)(7)(C) from Italy. The topic of the email related to continued business ventures.

2. MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, Trial Counsel, has requested NCIS interview [REDACTED] NCIS (b)(6), (b)(7)(C) and attempt to ascertain the following: Details of any conversations [REDACTED] NCIS (b)(6), (b)(7)(C) and CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) have had since the mishap, specifically any details [REDACTED] NCIS (b)(6), (b)(7)(C) provided about the mishap or making low altitude flights in the Italian Alps; conversations prior to the mishap regarding snowboarding and skiing in Italy, specifically in the Italian Alps; attempt to seize any e-mails or other communications between CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) and [REDACTED] NCIS (b)(6), (b)(7)(C) prior to and following the mishap; attempt to seize any photographs, videotapes, etc... provided to [REDACTED] NCIS (b)(6), (b)(7)(C) by CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) specifically any depicting the Italian Alps.

**ACTION/LEAD**

L.LAET...Utilize Exhibit (1) to locate and interview [REDACTED] NCIS (b)(6), (b)(7)(C) regarding the above. In addition to the above, questions should be asked to attempt to determine if CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) had prior knowledge of the Alpi Cermis Cable System, had ever skied in the Alpi Cermis Valley known as Val De Fime, or had other reason to know of the location of the cables in the Cavalese Valley. Conduct any additional interviews and leads developed from the interview. POCs at CALE are SA [REDACTED] NCIS (b)(6), (b)(7)(C), and [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C) Due to a

~~FOR OFFICIAL USE ONLY~~  
PAGE 1

**WARNING**

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL

20NOV98 discovery deadline, trial council has requested expeditious handling.

EXHIBIT

- (1) IA: RESULTS OF INQUIRIES/CONFUSION SNOWBOARDS/14OCT98...  
(COPY LAET ONLY)

DISTRIBUTION      \*SIHQ\*  
 NCISHQ: 23B1  
 ACTION: LAET (FEDEX)  
 INFO: LAFC

~~FOR OFFICIAL USE ONLY~~  
 PAGE 2 LANSIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
 CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
 HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
 AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

06NOV98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC).

**ACTION/LEAD**

L.PSWH...Contact LTCOL [REDACTED] NCIS (b)(6), (b)(7)(C) Executive Officer, VAQ-129, NAS Whidbey Island, WA. Obtain detailed and specific information of exact curriculum of training relative to low altitude flights to include classroom instruction, flight instruction, required reading, and referenced manuals of instruction. Obtain information relative to Captain [REDACTED] NCIS (b)(6), (b)(7)(C) pilot of the aircraft, and Captain [REDACTED] NCIS (b)(6), (b)(7)(C) ECMO-1 on the flight. This information should be relative to training period at PSWH for the individuals [REDACTED] NCIS (b)(6), (b)(7)(C) began training with VAQ-129 on 1/95 and [REDACTED] NCIS (b)(6), (b)(7)(C) began training with VAQ-129 on 7/92. Expeditious handling requested due to impending SJA deadlines.

L.23CI...Liaison with DSS, formerly Defense Investigative Service (DIS) and obtain any documentation available on Capt [REDACTED] NCIS (b)(6), (b)(7)(C) and CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) relative to their background investigations for security clearances and furnish same to CALE.

DISTRIBUTION \*SIHQ\*  
NCISHQ: 23B1  
ACTION: 23CI/PSWH  
INFO: PSBG

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

724505 14:49 19981028 IN:DCPX #2817 OUT:0023-7H #4244  
RETRANSMIT OF (23HQ'S OSQ 309 DATED 08:56 10/29/98  
MSQ 724505)

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

28OCT98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/DCPX/PATUXENT RIVER, MD/ [REDACTED] SPECIAL AGENT

REFERENCE

(A) CALE ALS/21OCT98

CASE SUMMARY

1. On 28Oct98, the cable pieces received from CALE, were provided  
to LCOL [REDACTED] EA-6B Class Desk,  
Code AIR 4.1.1.1, Naval Air Systems Command, aboard the Naval Air  
Station, Patuxent River, MD, exhibit (1) pertains.

EXHIBIT

(1) Copy of ECD document/20Oct98...(CALE only)

DISTRIBUTION \*SIHQ\*

NCISHQ: 0023B

INFO: CALE (M)/DCWA

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST [REDACTED]

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

27OCT98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/0023CI/NCISHQ/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS (PENDING)/20OCT98

CASE SUMMARY

1. In response to reference (A), VMAQ-2 personnel e-mail messages of CAPT [REDACTED] NCIS (b)(6), (b)(7)(C), USMC, CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] USMC, and CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, were reviewed and pertinent messages copied. Copies of the e-mail messages were provided to MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, Trial Counsel, Camp Lejeune, NC, via Express Mail, on 08Oct98, Exhibit (1) pertains.

EXHIBITS

(1) IA: Review of VMAQ-2 Personnel E-Mails/09Oct98...(Copy All)

DISTRIBUTION

NCISHQ: 0023  
INFO: CALE

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

21OCT98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC, [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

CASE SUMMARY

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). On 20OCT98, at the request of Trial Counsel, samples of the two severed gondola cables were retrieved from the gondola wreckage currently being stored at Marine Corps Air Station (MCAS), New River, Jacksonville, NC. Samples include the load-bearing cable which is approximately 29" in length and 2.5" in diameter, and the drive cable which is approximately 33" in length and 1" in diameter. These items were placed in the NCISFO Carolinas evidence custody system under log number 672-98. Trial Counsel requested these cables be furnished to personnel at NAVAIR, Naval Air Station (NAS) Patuxent River, MD, for review and evaluation. On 21OCT98, the cable samples were shipped to NCISRA Patuxent River via Federal Express overnight delivery.

ACTION/LEAD

L.DCPX...Upon receipt of Federal Express shipment and original ECD, provide contents to MAJ [REDACTED] DSN [REDACTED] or LTCOL [REDACTED] DSN [REDACTED] both of NAVAIR. Provide copy of signed ECD showing transfer of custody to NAVAIR personnel to CALE Evidence Custodian.

DISTRIBUTION \*SIHQ\*  
NCISHQ: 23B1  
ACTION: DCPX  
INFO: DCWA

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LA [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

20OCT98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). On 06MAY98, five 4MM server backup tapes for the server utilized for E-mail accounts of VMAQ-2 personnel were seized at VMAQ-2, Marine Corps Air Station (MCAS) Cherry Point, NC. These tapes were later copied onto a CD at the Information Systems Management Office (ISMO), Camp Lejeune, NC.

**ACTION/LEAD**

L.23CI...Utilizing a CD previously provided by CALE, review the data for E-mails of CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) and CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C) three of the crewmen from VMAQ-2 on the mishap flight. Make note of any and all information which may relate to the mishap flight or the area of the mishap, both pre-mishap and post-mishap. Report all findings directly to MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, Trial Counsel. If further clarification on what is being requested is needed, contact MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) at [REDACTED] NCIS (b)(6), (b)(7)(C) or E-mail [REDACTED] NCIS (b)(6), (b)(7)(C)

DISTRIBUTION \*SIHQ\*  
NCISHQ: 23B1  
ACTION: 23CI

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

14OCT98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/0023CI/NCISHQ/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) CALE ALS (PENDING)/01OCT98

CASE SUMMARY

1. In response to reference (A), data base and on-line internet inquiries were conducted to provide investigative assistance to the judicial process resulting from the 03Feb98 aircraft mishap, in which a United States Marine Corps (USMC) EA6B Prowler aircraft cut a gondola cable near Cavales, Italy, which resulted in the death of twenty civilians. The inquiries conducted were in reference to Cold Fusion Sports, Inc, Confusion Snowboards, Paragon Capital Group/Corporation and their owners/members, Exhibits (1) through (3) pertain.

2. LEXIS/NEXIS and CDB Infotek is for lead purposes only and should be confirmed through independent investigative efforts. Social Security Number track searches indicate the individual used that address for a credit related purpose and is not necessarily residing there.

EXHIBITS

- (1) IA: Results of Inquiries/Confusion Snowboards/05Oct98...  
(Orig CALE/Copy All)
- (2) IA: Results of Inquiries/Cold Fusion Sports, Inc/13Oct98  
...(Orig CALE/Copy All)
- (3) IA: Results of Inquiries/Paragon Capital Group/14Oct98...  
(Orig CALE/Copy All)

DISTRIBUTION

NCISHQ: 0023  
INFO: CALE

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

WARNING

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

01OCT98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

**CASE SUMMARY**

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). It has been alleged that CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) pilot of the mishap aircraft, is co-owner of a company based somewhere in California that produces snow-boards and snow-boarding equipment. The name of the company is believed to be something like "confusion snowboards" or "cold fusion". The name of the capital group that may own title to the business may be Paragon Capital Group/Corporation. MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, Trial Counsel, has requested NCIS conduct a search to learn as much as possible about this company and determine if CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) in fact a part owner or share holder. A possible starting point for this search may be "www.thesnowboardshop.com/home/index/html."

**ACTION/LEAD**

L.23CI...Utilizing whatever resources or data bases are available, conduct computer research and download all available data on this company to show CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) does have interest in this company. Of special interest would be any photographs which may depict CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) or any scenery possibly in the Italian Alps. Per phoncon and E-mail with Special Agent (SA [REDACTED] NCIS (b)(6), (b)(7)(C)) and E-mail with SA [REDACTED] NCIS (b)(6), (b)(7)(C) consider follow-up leads to NCIS AOR where company is located to include an on-site visit. If follow-up leads determined to be viable by SA [REDACTED] NCIS (b)(6), (b)(7)(C) questions should be asked to try and determine if CAPT [REDACTED] NCIS (b)(6), (b)(7)(C) had prior knowledge of the Alpi Cermis Cable System, had ever skied in the Alpi Cermis Valley known as Val De Fime, or had other reason to know of or prior knowledge of the location of the cables in the Cavalese Valley. If further clarification on what is being requested is needed, contact MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) or E-mail [REDACTED] NCIS (b)(6), (b)(7)(C)

~~FOR OFFICIAL USE ONLY~~

PAGE 1

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

15APR98-0023-0036-7HMS

01OCT98

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL

DISTRIBUTION      \*SIHQ\*  
NCISHQ: 23B1  
ACTION: 23CI

~~FOR OFFICIAL USE ONLY~~  
PAGE 2 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

002379

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

31AUG98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/GCCL/CLEVELAND, OHIO, NCIS (b)(6), (b)(7)(C) INVESTIGATOR

REFERENCE

(A) CALE ALS/24AUG98

CASE SUMMARY

1. Reference (a) was received at GCCL via GCGL on 31Aug98. As requested in reference (a), Reporting Agent met with Mr. NCIS (b)(6), (b)(7)(C) Imaging Technology Specialist, NASA Lewis Research Center, Cleveland, Ohio. NCIS (b)(6), (b)(7)(C) was provided with a blurry photograph and a #28 negative and was asked to examine them both, clarify them if he could and to reproduce a clearer image photograph. NCIS (b)(6), (b)(7)(C) procedures were documented and are set forth in exhibit (1). NCIS (b)(6), (b)(7)(C) provided a Photo CD, all prints including five mosaics and a CD-Rom of his working files of the original scan. These prints, Photo CD and CD-Rom were seized as evidence under NCISRU Cleveland, Ohio log #CL005-98 and secured in the NCISRU Cleveland, Ohio evidence facility. On 19Aug98, the evidence was forwarded to NCISFO Camp Lejeune, North Carolina via Federal Express Mail #412530583424.

EXHIBIT

(1) IA: Inquiries with NCIS (b)(6), (b)(7)(C) /18Aug98... (Orig CALE only)

DISTRIBUTION "SIHQ"

NCISHQ: 23B1

INFO: GCPF/GCGL/CALE (M)

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERE TO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

24AUG98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC/ [REDACTED] SPECIAL AGENT

**CASE SUMMARY**

1. Naval Criminal Investigative Service (NCIS) is providing investigative assistance to the judicial process resulting from the 03FEB98 aircraft mishap in which a USMC EA6B Prowler cut a gondola cable near Cavalese, Italy. Twenty civilians from various European countries were killed. The pilot of that aircraft and the front seat Electronic Countermeasures Officer (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). After the incident, a search of the aircraft surfaced a 35mm still camera in the back seat section of the cockpit. Film from that camera was developed. One photograph, frame #28, depicts a blurred view of what appears to be a village. It is suspected this photograph was taken during the mishap flight, from a low level altitude. [REDACTED] NCIS (b)(6), (b)(7)(C) USMC, Trial Counsel, contacted personnel at the NASA - Lewis Research Center, Brook Park, OH, and arranged for them to examine the aforementioned photograph to determine if the image can be made more clear. [REDACTED] MAJ [REDACTED] NCIS (b)(6), (b)(7)(C) scheduled an appointment with Mr. [REDACTED] NCIS (b)(6), (b)(7)(C) an Imaging Technician at NASA, for Tuesday, 18AUG98, at 0900. NCISFO, Carolinas, Camp Lejeune, NC (CALE) will FEDEX the pertinent photographic negatives and a previously developed picture from frame #28, to GCCL, in order for Mr [REDACTED] NCIS (b)(6), (b)(7)(C) to examine them.

**ACTION/LEAD**

L.GCCL... As previously discussed telephonically, contact [REDACTED] NCIS (b)(6), (b)(7)(C) [REDACTED] NCIS (b)(6), (b)(7)(C) at NASA - Lewis Research Center, 21000 Brook Park Road, Brook Park, OH (216) 433-5976, and confirm appointment for 0900, 18Aug98. Provide photograph and negative mentioned above to [REDACTED] NCIS (b)(6), (b)(7)(C) for him to attempt to clarify. Document [REDACTED] NCIS (b)(6), (b)(7)(C) efforts in an investigative action report. FEDEX all items, including any new images produced by [REDACTED] NCIS (b)(6), (b)(7)(C) via chain of custody to CALE.

DISTRIBUTION \*SIHQ\*  
NCISHQ: 23B1  
ACTION: GCCL  
INFO: GCPF/GCGL

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (RUC)

23JUL98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/ [REDACTED] SPECIAL AGENT

REFERENCES

- (A) CALE ALS/06MAY98
- (B) LAET ALS/21JUL98

CASE SUMMARY

1. Ref (B) was submitted on 21JUL98, reflecting lead tasking was pending additional attempts to interview Ms. [REDACTED] NCIS (b)(6), (b)(7)(C). Pursuant to lead tasking in Ref (A), contact was made with [REDACTED] NCIS (b)(6), (b)(7)(C) on 22JUL98. [REDACTED] NCIS (b)(6), (b)(7)(C) refused to cooperate during an attempted interview and would not provide any information, exhibit (1) pertains. Lead tasking as requested in Ref (A) is complete.

EXHIBIT

- (1) IA: Attempts to interview [REDACTED] NCIS (b)(6), (b)(7)(C) JUL98... (Copy CALE only)

PARTICIPATING AGENTS

[REDACTED] NCIS (b)(6), (b)(7)(C), Special Agent, NCISRA El Toro, CA  
[REDACTED] Special Agent, NCISRA El Toro, CA

DISTRIBUTION

NCISHQ: 0023  
INFO: CALE (M)/0007/LAFC

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LA [REDACTED] NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

14JUL98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFOLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA, NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) LAET ALS/07JUL98

CASE SUMMARY

1. Ref (A) was submitted on 07JUL98, reflecting lead tasking was pending additional attempts to locate and interview Ms NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) Records of Orange County Sheriff's Department, Santa Ana, Ca, are being reviewed in an attempt to obtain NCIS (b)(6), (b)(7)(C) present address. Lead tasking remains pending additional attempts to locate and interview Ms. NCIS (b)(6), (b)(7)(C)

DISTRIBUTION

NCISHQ: 0023

INFO: CALE/0007/LAFC

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

09JUL98

DEATH (1)

CONTROL: 15APR98-0023-0036-7HMS

1/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/EUNA/NAPLES, ITALY, [REDACTED] NCIS (b)(6), (b)(7)(C) SPECIAL AGENT

REFERENCE

(A) 0023 ALS (PENDING)/01MAY98

CASE SUMMARY

1. Pursuant to Reference (A), Tasking Control Binders were created for purpose of documenting and summarizing respective lead taskings. Enclosed within the Tasking Control Binders are appropriate Statements and Investigative Actions as related to respective taskings, exhibits (1) and (2) pertain. Additional completed taskings will be forthcoming.

Exhibits

- (1) Tasking Control Binder (A)/07JUL98... (Orig CALE only)
- (2) Tasking Control Binder (B)/07JUL98... (Orig CALE only)

Participating Agents

[REDACTED]

C, NCISFO Europe, Naples, IT  
 ISFO Europe, Naples, IT  
 SA, NCIS Rota, SP  
 A, NCISRU Rome, IT  
 CISFO Europe, Naples, IT  
 , SA, NCISFO Europe, Naples, IT  
 , CI, NCISFO Europe, Naples, IT  
 OS, NCISRU Sigonella, IT  
 ISFO Europe, Naples, IT  
 SA, NCISRU Sigonella, IT  
 , NCISRU London, UK  
 La Maddalena, Sardinia, IT

NCIS (b)(6), (b)(7)(C)

DISTRIBUTION

NCISHQ: 0023  
 NCISFO: EUNA  
 INFO: CALE (M)

~~FOR OFFICIAL USE ONLY~~

PAGE 1 LAST NCIS (b)(6), (b)(7)(C)

002384

NCIS (b)(6), (b)(7)(C)

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
 CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
 HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
 AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

**Title:** I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO  
MISHAP JUDICIAL PROCESS

**CCN:** 15APR98-0023-0036-7HMS

**NAVAL CRIMINAL INVESTIGATIVE SERVICE FIELD  
OFFICE EUROPE, NAPLES, ITALY**

**BINDER A**

**07JUL98**

- **Tasking control sheet/07JUL98**
- **Tasking synopsis sheet/07JUL98**
- **Taskings A1 - A23b**

- \* completed taskings conducted at Trento Magistrates office
- \*\* other completed taskings
- \*\*\* partial completed tasking
- 1 statement attached
- 2 Investigative action attached
- (#) number of multiple statements or Investigative Actions

- A1 - (Interview NCIS (b)(6), (b)(7)(C))
- A1a - (Interview NCIS (b)(6), (b)(7)(C))
- A1b - (Interview TS NCIS (b)(6), (b)(7)(C))
- A1c - (Interview SS NCIS (b)(6), (b)(7)(C))
- A1d - (Interview NCIS (b)(6), (b)(7)(C))
- A1e - (Interview NCIS (b)(6), (b)(7)(C))
- A1f - (Interview NCIS (b)(6), (b)(7)(C))
- Alg - (Authenticate tower tape) NCIS (b)(6), (b)(7)(C)
- Alh - (Interview NCIS (b)(6), (b)(7)(C))
- A2 - (Interview NCIS (b)(6), (b)(7)(C)) NCIS (b)(6), (b)(7)(C)
- A3 - (Identify, locate and determine airports in area) \*\*\*
- A3a - (Obtain copy of tape from Padova airport) \*\*\*2
- A4 - (Obtain copy of ATC tower tape)
- A4a - (Determine timehack, lat/long, airspeed) \*\*1.2
- A4b - (Calibration of clock) \*\*
- A4c - (Seize AWACS tape) \*\* NCIS (b)(6), (b)(7)(C)
- A5 - (Show photograph to village witnesses) \*\*\*
- A5a - (Interview [redacted])
- A5b - (Interview [redacted])
- A5c - (Interview [redacted])
- A5d - (Interview [redacted])
- A5e - (Interview [redacted])
- A5f - (Interview [redacted])
- A5g - (Interview [redacted])
- A5h - (Interview [redacted])
- A5i - (Interview [redacted])
- A5j - (Interview [redacted])
- A5k - (Interview [redacted])
- A5l - (Interview [redacted]) NCIS (b)(6), (b)(7)(C)
- A5m - (Interview [redacted])
- A5n - (Interview [redacted])
- A5o - (Interview [redacted])
- A5p - (Interview [redacted])
- A5q - (Interview [redacted]) \*
- A5r - (Interview [redacted])
- A5s - (Interview [redacted])
- A5t - (Interview [redacted])
- A5u - (Interview [redacted])
- A5v - (Interview [redacted])
- A5w - (Interview [redacted]) \*
- A5x - (Interview [redacted]) 2
- A5y - (Interview NCIS (b)(6), (b)(7)(C))
- A5z - (Interview NCIS (b)(6), (b)(7)(C))
- A5aa - (Interview NCIS (b)(6), (b)(7)(C))
- A5ab - (Interview engine NCIS (b)(6), (b)(7)(C))

A5ac (obtain 3 set of photos of NATO planes) \*\*  
 A5ad (Interview and show photos to [redacted] NCIS (b)(6), (b)(7)(C)  
 A5ae (interview [redacted])  
 A6 - (Interview [redacted])  
 A7 - (Interview [redacted])  
 A7a - (Interview [redacted] NCIS (b)(6), (b)(7)(C)  
 A7b - (Interview [redacted] \*\*2  
 A7c - (Interview [redacted])  
 A7d - (USMC aircraft complaints Mar-Sep96/Aug97-Feb98) \*\*2  
 A7e - (develop a time line) \*\*2  
 A7f - (recontact LCOL [redacted] NCIS (b)(6), (b)(7)(C) for complaints CY96) \*\*1  
 A7g - (Interview [redacted] NCIS (b)(6), (b)(7)(C) complaint)  
 A8 - (Review turnover binders) \*\*2  
 A9 - (Obtain AWACS tape) \*\*\*1  
 A10 - (Interview USAF that gave Q-2 in brief) \*\*1  
 A11 - (Interview [redacted])  
 A11a - (Interview [redacted])  
 A11b - (interview [redacted])  
 A11c - (interview [redacted] NCIS (b)(6), (b)(7)(C)  
 A11d - (interview [redacted])  
 A11e - (interview [redacted])  
 A11f - (Interview [redacted])  
 A11g - (Reinterview [redacted] NCIS (b)(6), (b)(7)(C) response/review 31DEC97) \*\*2  
 A12 - (Interview General [redacted] NCIS (b)(6), (b)(7)(C) \*\*2  
 A13 - (Interview [redacted] NCIS (b)(6), (b)(7)(C) \*\*1  
 A14 - (Interview cable operator Gardener)  
 A15 - (obtain copy of Italian site survey)  
 A16 - (obtain copy of formal Italian technical reports)  
 A16a - (amount of damage to real property) \*\*  
 A16b - (Contact MAJ Steve Forjohn) \*\*2  
 A17 - (find poc at topscene simulator) \*\*  
 A18 - (coordinate with Magistrate/embassy for interview of Italians) \*\*2  
 A19 - (interview of Italians by defense) \*\*2  
 A20 - (coordinate with USMC Survey crew)  
 A21 - (obtain copy of final Italian site survey) \*\*  
 A22 - (check Cavalese hotels)  
 A23 - (Interview [redacted] NCIS (b)(6), (b)(7)(C)  
 A23a - (interview [redacted] NCIS (b)(6), (b)(7)(C)  
 A23b - (interview Lt [redacted] \*\*1(2)  
 A23c - (interview Lt [redacted] NCIS (b)(6), (b)(7)(C) \*\*1,2  
 A23d - (obtain phone number for [redacted] NCIS (b)(6), (b)(7)(C) \*  
 A23e - (research snowboard company) \*\*  
 A24 - (contact Aviano AFB MWR) \*\*2  
 A25 - (process cockpit and mishap aircraft) 2(2)  
 A26 - (interviews at USAF MWR facilities) \*\*  
 A27 - (interview [redacted] NCIS (b)(6), (b)(7)(C)  
 A28 - (research Q-2 phone records) \*\*2  
 A28a - (research email process for the marines) \*\*2(2)  
 A29 - (interview CON [redacted] NCIS (b)(6), (b)(7)(C) USAF) \*\*1,2  
 A30 - (Locate a bridge)  
 A31 - (interview Q-4 maintenance) \*\*1(12),2(11)  
 A31a - (interview [redacted] \*\*1  
 A31b - (interview [redacted] NCIS (b)(6), (b)(7)(C) \*1  
 A31c - (interview [redacted] \*1

A31d - (interview [redacted])  
 A31e - (reinterview [redacted])  
 A31f - (interview [redacted]) \*\*2  
 A31g - (interview [redacted]) \*\*1  
 A31h - (interview [redacted])  
 A31i - (interview [redacted]) \*\*2  
 A31j - (interview [redacted] NCIS (b)(6), (b)(7)(C) AO Q-4) \*\*2  
 A31k - (interview [redacted] O Q-4) \*\*  
 A31l - (Interview [redacted]) \*\*1  
 A31m - (reinterview [redacted]) \*\*1  
 A31n - (interview [redacted]) \*\*1  
 A31o - (interview [redacted] Q-4) \*\*1  
 A31p - (reinterview [redacted] out delivery to aircrew) \*\*1  
 A31q - (screening interviews [redacted] O-4 NCIS (b)(6), (b)(7)(C) informal brief) \*\*2(3)  
 A31r - (interview [redacted] NCIS (b)(6), (b)(7)(C)) \*\*1  
 A32 - (research preparation of verballi) \*\*1  
 A33 - (obtain video of mishap route)  
 A34 - (determine status of 3 magistrate letters) \*\*  
 A35 - interview USAF (security) personnel w/contact with Mishap crew) \*\*2(16)  
 A35a - (screening interviews of fire dept) \*\*1(2),2(2)  
 A35b - (screening interviews of EOD) \*\*2  
 A35c - (screening interviews of medical) \*\*1, 2(3)  
 A35d - (screening interviews of Transalert (crash recovery) \*\*2  
 A35e - (screening interviews of wing safety & [redacted] NCIS (b)(6), (b)(7)(C)) \*\*1  
 A35f - (screening interviews of Sweeper, [redacted] NCIS (b)(6), (b)(7)(C))  
 A35g - (screening interview s of SRA [redacted] NCIS (b)(6), (b)(7)(C)) \*\*1  
 A35h - (Interview italis [redacted] NCIS (b)(6), (b)(7)(C) translated newcast) \*\*2  
 A35i - (Interview security [redacted])  
 A35j - (interview security - [redacted] NCIS (b)(6), (b)(7)(C))  
 A35k - (interview fire dept [redacted]) \*\*1  
 A36 - (obtain a copy of MRE rule 9023) \*\*2  
 A36a - (contact USAF SIA for determining if JAGC have executed 9023) \*\*  
 A36b - (TSO search of files for verballi under 9023) \*\*  
 A36c - (contact USSO if certified verabali under 9023) \*\*2  
 A36d - (review dcs 1101-1131) \*\*2  
 A36e - (Obtain certificate of Genuiness for burials) \*\* 2  
 A37 - (interview [redacted] NCIS (b)(6), (b)(7)(C) receipt of evidence) \*\*2  
 A37a - (review jagman for refernces to Cermis cable) \*\*  
 A37b - (prepare a stmnt regarding pieces of cable) \*\*1  
 A37c - (prepare a stmnt regarding pieces of cable) \*\*1  
 A37d - (prepare a stmnt regarding death scene photos) \*\*1  
 A37e - (Contact 31FW SJA for statements) \*\*  
 A37f - (prepare a stmnt on Jagman regarding Cermis cable) \*\*  
 A38 - (coordinate for processing of International Rogatory)  
 A39 - (check stores for register receipts of vhs tape)  
 A40 - (check for low level flights [redacted] NCIS (b)(6), (b)(7)(C))  
 A41 - (contact [redacted] NCIS (b)(6), (b)(7)(C) changes to allow prowler pickup)  
 A42 - (contact magistrate for marines to do visual on prowler) \*\*\*  
 A43 - (Interview [redacted] NCIS (b)(6), (b)(7)(C) court expert on cable system)  
 A44 - (send the sampling of plane parts to CLNC for comparison)  
 A45 - (contact magistrate for evidence tape on cockpit and handling of camera) \*\*2  
 A46 - (interview [redacted] NCIS (b)(6), (b)(7)(C) USAF, regarding handling of evidence) \*\*1  
 A47 - (interview [redacted] NCIS (b)(6), (b)(7)(C) LCMC )  
 A48 - (obtain written/verbal authorizations from Italian authorities)2(6)

A49 - [REDACTED] (obtain transfer of evidence from Italian authorities) 2(4)  
A50 - [REDACTED] (obtain Carabinieri reports for handling of evidence)2(5)

**TASKING SYNOPSIS UPDATED: 07JUL98**

(NOTE: SOME TASKINGS HAVE BEEN COMPLETED BUT NOT YET RECORDED AS SUCH).

• **Task Number A1**

Assigned to: \_\_\_\_\_

Originator: B of modified 29MAR98 tasking

Tasking: Interview tower personnel; NCIS (b)(6), (b)(7)(C) have her listen to tower tapes of conversation with  
NCIS (b)(6), (b)(7)(C) obtain statements from him verifying their conversation with NCIS (b)(6), (b)(7)(C) anyone else they spoke  
with on the tape.

• **Task Number A1a**

Assigned to: \_\_\_\_\_

Originator: B of modified 29MAR98 tasking

Tasking: Reinterview tower personnel; NCIS (b)(6), (b)(7)(C) have him listen to tower tapes of conversation with  
NCIS (b)(6), (b)(7)(C) obtain statements from him verifying their conversation with NCIS (b)(6), (b)(7)(C) anyone else they spoke  
with on the tape.

• **Task Number A1b**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: B of modified 29MAR98 tasking

Tasking: Interview tower personnel; NCIS (b)(6), (b)(7)(C) who may have heard or observed details  
between other personnel in the tower with NCIS (b)(6), (b)(7)(C) good statements).

**Summary of results**

NCIS (b)(6), (b)(7)(C) the air traffic controller supervisor on 03Feb98. He recalls uneventful clearing of mishap  
aircraft for takeoff. Approximate 1 hour later, aircraft squawked "7700" - distress. Repeated to tower from  
Radar Control (RADCON). RADCON had communication with aircrew after distress signal was  
squawked. Tower had no contact with aircraft until approximately 1-2 miles out. NCIS (b)(6), (b)(7)(C) monitored  
transmission between NCIS (b)(6), (b)(7)(C) pilot. Uneventful - routine landing transmission. NCIS (b)(6), (b)(7)(C)  
witnessed landing, also monitored phone call between SOF - supervisor of flying - pilot, approximately 20  
minutes after landing. Pilot stated "I think I hit a gondola cable". No elaboration on this statement.  
Date completed: 24APR98

• **Task Number A1c**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: B of modified 29MAR98 tasking

Tasking: Interview tower personnel; SS NCIS (b)(6), (b)(7)(C) who may have heard or observed details between  
other personnel in the tower with Ashbey (need good statements).

**Summary of results**

NCIS (b)(6), (b)(7)(C) she overheard part of radio/telephone conversations: (1) between NCIS (b)(6), (b)(7)(C) pilot  
during distress call; (2) between NCIS (b)(6), (b)(7)(C) pilot within an hour after aircraft landed (telephonic).  
Pilot mentioned seeing a "gondola", and swerved to miss it. No mention of altitudes, air routes, or  
elaboration on incident with gondola.(statement)  
Date completed: 23APR98

• **Task Number A1d**

Assigned to: \_\_\_\_\_

Originator: New task - Sub task

Tasking: Interview tower personnel; NCIS (b)(6), (b)(7)(C) assisted in the take-off of the aircraft. The SOF told  
him that the pilot had informed him that the plane had hit a cable, probably that of a ski-lift (need good  
statements).

• **Task Number A1e**

Assigned to: \_\_\_\_\_

**Originator:** New task - Sub task

**Tasking:** Interview tower personnel; NCIS (b)(6), (b)(7)(C) (#29) Head Controller and supervisor at Radar Room, Aviano Base. Received explanation as to damage of aircraft (need good statements).

• **Task Number A1f**

**Assigned to:** \_\_\_\_\_

**Originator:** New task - Sub task

**Tasking:** Interview tower personnel; NCIS (b)(6), (b)(7)(C) Assistant Air Traffic Controller at Radar Room, Aviano Air Base (need good statements).

• **Task Number A1g**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecor NCIS (b)(6), (b)(7)(C) APR98

**Tasking:** (follow on to A1c). Once a copy of the tower tape is obtained, have SSG NCIS (b)(6), (b)(7)(C) USAF, authenticate the tape and voices.

• **Task Number A1h**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** 23A NCIS (b)(6), (b)(7)(C)

**Tasking:** (follow on to A1c). Interview SRA NCIS (b)(6), (b)(7)(C) USAF, who was in the tower. Ask how the plane approached and landed. Did it appear in trouble, was it wings level, was it a straight approach, describe any comms from aircraft, any indicators in the content of the tone of comms that indicated there was a problem. What did the crew do upon landing.

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed and provided a sworn statement. NCIS (b)(6), (b)(7)(C) working in control tower the date of incident. NCIS (b)(6), (b)(7)(C) working in control tower the date of incident. NCIS (b)(6), (b)(7)(C) missed landing of Prowler. No erratic behavior. Never spoke to aircrew. Monitored conversation (part) between SOF and pilot after aircraft landed. NCIS (b)(6), (b)(7)(C) he heard pilot state he had hit a gondola cable. The pilot ended the conversation between himself and SOF, saying that he (pilot) was "kind of confused" at the moment, that there was "a lot of confused" at the moment that there was "a lot going on in his mind."  
Date completed: 28APR98

• **Task Number A2**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** F of modified 29MAR98 tasking

**Tasking:** Interview CO NCIS (b)(6), (b)(7)(C) 1ST Fighter Wing. We need to determine when he set the Interim Mishap Investigation Board into motion ... how he notified the participants ... and the exact dates/times his interim board began and ended.

**Summary of results**

NCIS (b)(6), (b)(7)(C) the interim MISHAP investigation board was established by NCIS (b)(6), (b)(7)(C) immediately after the mishap on 03FEB98 and disestablished on 05FEB98 upon arrival of the Marine Corps. Col. NCIS (b)(6), (b)(7)(C) not provide times, but did provide participants names and other info.  
Date completed: 24APR98

• **Task Number A3**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** M of 29MAR98 tasking

**Tasking:** Identify, locate and determine if there are other airports, including Bolzano, in the area that may have audio tapes of radio transmissions from the plane. If so, collect all tapes, interview all personnel that heard the transmissions.

**Summary of results**

Possibilities are Trento airport; Verona airport, Asiago airport; Treviso airport, Bolzano airport. Lead pending rogatory to contact airports.

• **Task Number A3a**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: A3/A7a follow-up

Tasking: In A7a COL (b)(6), (b)(7)(C) indicated air traffic control (ATC) at Padova might have a copy of communication between ATC and the Mishap aircraft. Procedures to obtain a copy are contained in NCIS (b)(6), (b)(7)(C).

**Summary of results**

On 27APR98, NCIS (b)(6), (b)(7)(C) with NCIS (b)(6), (b)(7)(C) logistics officer, ODO, AMEMBASSY Rome, Italy, NCIS (b)(6), (b)(7)(C) Col NCIS (b)(6), (b)(7)(C) Italian Airforce HQ, Rome, Italy, to determine the procedures to obtain a copy of a communication between the ATC and the Mishap aircraft. NCIS (b)(6), (b)(7)(C) denied having heard of these tapes and advised that if they exist the magistrate in Trento would have them placed into evidence.

Date completed: 27APR98

• **Task Number A4**

Assigned to: \_\_\_\_\_

Originator: K of modified 29MAR98 tasking

Tasking: Obtain copies of ATC Tower tapes, have them transcribed and see B. above ... if Italian Magistrate has originals, ensure we get them when they are released.

• **Task Number A4a**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: 20A NCIS (b)(6), (b)(7)(C)

Tasking: Determine procedure for aligning onboard "timehack" from start to finish (there is a two minute discrepancy between the AWACS and Prowler).

-Print copy of LAT/LONG and airspeed

-NCIS (b)(6), (b)(7)(C) or to completion

**Summary of results**

Statement made by NCIS (b)(6), (b)(7)(C) discrepancy easily explained, due to manual setting by the Display Technician. Obtained unclas NATO procedures.

Date completed: 27/28 APR98

• **Task Number A4b**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: 17A NR 88 (b)(6), (b)(7)(C)

Tasking: AWAC leads to include information on calibration of the clock on the AWACS system, who did it, How it was done, what time source was used to set the time, any trouble with the internal clock.

**Summary of results**

Mechanics of clock is state of art. It works extremely well and keeps a true 3600 second hour. But, is set at outset of each AWACS mission by wristwatch of the display technician. Details NCIS (b)(6), (b)(7)(C) ment.

Date completed: 27/28APR98

• **Task Number A4c**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: Phonecon and email NCIS (b)(6), (b)(7)(C) 98

Tasking: Seize AWACS tape as evidence and forward to CALE by most expeditious means.

**Summary of results**

Upon telecom with CA NCIS (b)(6), (b)(7)(C) ( NCIS (b)(6), (b)(7)(C) NATO, it was agreed to not seize these tapes. Info from the tapes, requested by NCIS (b)(6), (b)(7)(C) be forthcoming after release authority is granted by NATO.

Date completed: 27APR98

• **Task Number A5**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: L of 29MAR98 tasking

Tasking: Utilizing a copy of photograph (developed from 35mm in cockpit) depicting birds-eye view of village at low level ... Show it to these witnesses and see if they can ID the village in the photo.

**Summary of results**

A copy of the photograph was scanned and copied on a color printer at the USAF Aviano photolab, resulting in poor quality duplicates. Duplicates will need to be made from the photograph's negative, which is in the aircraft cockpit, which is controlled by the Trento Magistrate.

Date completed: 06MAY98

• **Task Number A5a**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Walder (#11) Saw aircraft zigzagging left and right. Saw cable-car rock.

• **Task Number A5b**

Assigned to: Lomanaco

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; [REDACTED] (#13) Saw aircraft flying low. Saw cable-car fall.

-Retired Deputy Superintendent of the State Police.

**Summary of results**

Interviewed at the Trento Italian magistrates office on 30MAY98. Stated he observed the MISHAP aircraft flying low and then observed the cable car falling. Was the first person to arrive at the fallen cable car's location.

Date completed: 30MAY98

• **Task Number A5c**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred, show witnesses photo lineup to ID 2 planes they saw; Delmarco (#14) Saw aircraft dip so low thought it had crashed or hit his parent's house.

• **Task Number A5d**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred, show witnesses photo lineup to ID 2 planes they saw; Bleggi (#15) Saw aircraft flying low. Saw it roll clockwise taking up a position which he called "knife edge".

• **Task Number A5e**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Olivetti (#17) Saw aircraft pull up sharply against mountain at a close distance.

• **Task Number A5f**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Zampino (#18) Saw aircraft pull up extremely sharp to clear the top of the mountain, which it only just managed to do.

• **Task Number A5g**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Mover (#19) Little boy in his room seeing aircraft brush top of trees in cemetery.

- **Task Number A5h**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Minerbi (#20) In San Michelle all'Adige town hall bldg, saw aircraft at a height of 50-60 meters. Saw it pick up height to clear the hill.

- **Task Number A5i**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from Minnick

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Michelotti (#25) Saw aircraft either do air acrobatics or lose control very low and fast.

- **Task Number A5j**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Misconel (#05) Standing in Cavazzal, Cavalese, thought aircraft went underneath, or hit, cables.

- **Task Number A5k**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Vanzo (#06) Walking above the village Cavazzal, Cavalese. Saw aircraft coming from Val di Cembra. Thought it had flown under the cables.

- **Task Number A5l**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Rossi (#21) Standing in Mastellina.

- **Task Number A5m**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Zappini (#22) Standing in Mastellina.

- **Task Number A5n**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Zanon (#24) Standing in Matriego. Saw aircraft do complete roll above the village.

- **Task Number A5o**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Stablum (#26) From window at home - saw flying low over houses in Mezzana

- **Task Number A5p**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [REDACTED] (b)(6), (b)(7)(C)

**U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE**

ACTION/LEAD SHEET (PENDING)

07MAY98

DEATH (I)

CONTROL: 15APR98-0023-0036-7HMS

I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL  
PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC [REDACTED] SPECIAL AGENT

**CASE SUMMARY**

1. NCIS is providing investigative assistance to the USMC during the judicial proceedings resulting from the 03FEB98 EA-6B Prowler mishap near Cavalese, Italy. The pilot of that aircraft, as well as the three Electronic Countermeasures Officers (ECMO's), have all been charged with violations of the UCMJ. The Article 32 hearing is currently underway for the two back seat ECMO's, CAPT [REDACTED] (ECMO-2) and CAPT [REDACTED] USMC (ECMO-3). At issue during the Article 32 is the past experience of [REDACTED] regarding low level training flights. Review of records disclosed [REDACTED] was deployed to Aviano, Italy with his current squadron, VMAQ-4, between 01SEP96-27FEB97. Flight records indicate [REDACTED] flew one low level training flight on 16JAN97, on the low level route identified as "AV047", which is the route where the 03FEB98 mishap occurred. [REDACTED] was the only back seat ECMO on that flight. The pilot was identified as CAPT [REDACTED] USMC, [REDACTED] who is assigned to AWS, MCB Quantico, VA. The ECMO-1 (front seat) was [REDACTED] who is assigned to HQMC.

**ACTION/LEAD**

L.DCWA...Interview MAJ [REDACTED] regarding the 16JAN97 low level training flight identified above. Determine details of [REDACTED] participation and performance on that flight. Follow guidance discussed between [REDACTED] and SA [REDACTED] during their 06MAY98 telephone conversation. Attempt to obtain sworn statement. Forward results of lead tasking to CALE.

L.DCQV...Interview CAPT [REDACTED] regarding the low level training flight identified above. Follow tasking for DCWA. Forward results of lead tasking to CALE.

**DISTRIBUTION**

NCISHQ: 0023  
ACTION: DCWA/DCQV  
INFO: 0007

~~FOR OFFICIAL USE ONLY~~  
PAGE 1 LAST CCB

**WARNING**

**THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE**  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS  
HERETO. CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC  
AUTHORIZATION FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Del Perro (#27) Saw fly low and fast over houses in Pellizzano.

- **Task Number A5q**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [redacted] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Defrancesco (#01) Saw it go from Tesero toward Predazzo.

-Former police officer

- **Task Number A5r**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: 21APR98 fax from [redacted] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; [redacted] (#04) Saw smoke. Saw it going toward Trento Predazzo.

**Summary of results**

Interviewed at the Italian Trento Magistrate's office on 30MAY98. Related he was traveling in his car when he heard the noise of the marine jet. Observed the jet pass and then climb and then observed the Cermis cable fall.

Date completed: 30MAY98

- **Task Number A5s**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [redacted] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B before the mishap occurred; Vanzo (#10) Saw as far as from Molina di Fiemme towards Stamentizzo Lake.

- **Task Number A5t**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [redacted] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B flying low and/or loud; Marchi (#12).

- **Task Number A5u**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [redacted] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B flying low and/or loud; Maffei (#16).

- **Task Number A5v**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [redacted] (b)(6), (b)(7)(C)

Tasking: Witnesses that saw the EA-6B flying low and/or loud; Dapra (#23). Saw fly toward Trento-Passo Tonale direction.

-Did military service in Italian Air force.

- **Task Number A5w**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from [redacted] (b)(6), (b)(7)(C)

Tasking: Witnesses that are Alpe Cermis Cable-car employees; Gardener (#08). Deputy-head of Alpe Cermis Cable-car system.

- **Task Number A5x**

Assigned to: [redacted] (b)(6), (b)(7)(C)

Originator: 21APR98 fax from [redacted] (b)(6), (b)(7)(C)

Tasking: Witnesses that are Alpe Cermis Cable-car employees; (b)(6), (b)(7)(C). Technician of the Alpe Cermis Cable-car.

- ID's location of cable-car

**Summary of results**

Interviewed at the Italian Trento Magistrate's office on 30MAY98. Related he arrived at the cable-car crash approximately 40 minutes after the incident. Provided info on the operation of the cable-car system.

Date completed: 30MAY98

- **Task Number A5y**

Assigned to: (b)(6), (b)(7)(C)

Originator: 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that are Alpe Cermis Cable-car employees; (b)(6), (b)(7)(C). Cable-car engineer (didn't see aircraft).

**Summary of results**

Interviewed at the Italian Trento Magistrate's office on 30MAY98. (b)(6), (b)(7)(C) the cable-car operator at the intermediate station when the Prowler struck the cable. Did not see the Prowler strike the cable.

Provided info on the operation of the cable-car.

Date completed: 30MAY98

- **Task Number A5z**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that are Alpe Cermis Cable-car employees; Costa (#03).

- **Task Number A5aa**

Assigned to: \_\_\_\_\_

Originator: 21APR98 fax from (b)(6), (b)(7)(C)

Tasking: Witnesses that are Alpe Cermis Cable-car employees; Deola (#09). Saw aircraft after impact.

- **Task Number A5ab**

Assigned to: \_\_\_\_\_

Originator: 23APR98 email from Trial Counsel

Tasking: Interview and obtain a sworn statement from Engineer Franco Galvagno concerning the final drawing of the valley and cable car system. He is the person that places the height of the cable car and spot on the cables where the plane cut through. His statement must cover the facts and details that enabled him to make his engineering determinations. Being that he is the Italian expert you had better get the blessing of the Magistrate. This is must have info. Without this we cannot prove how high the cables were at the point of impact by the EA-6b. Please attach a copy of the final drawing of the site to his statement.

- **Task Number A5ac**

Assigned to: (b)(6), (b)(7)(C)

Originator: Phonecon with TC/26APR98

Tasking: Contact VMAQ-4, S-2 (Intel), and obtain three (3) copies of profiles of nato planes including EA-6b, F-16, F-18, Tornado, Local Italian AF planes (one file copy and 2 for use in the A5b and A5c interviews).

**Summary of results**

Contacted VMAQ-4, S-2 (Intel), and borrowed two cd-roms and a book of color aviation photographs.

USAF 55<sup>th</sup> FS Intel shop provided copies of aircraft profiles of aircraft flown in the area except for the F-14.

Date completed: 06MAY98

- **Task Number A5ad**

Assigned to: \_\_\_\_\_

Originator: Phonecon with TC/26APR98

Tasking: If the Italian witness (b)(6), (b)(7)(C) or Delmarco (A5c) identify any aircraft in the photographs shown (A5ac), attempt to identify the specific aircraft and interview the crew of that aircraft to determine if they flew AV047 on 03FEB98, and any details of any radio, technical or visual contact with the Mishap aircraft.

- **Task Number A5ae**

Assigned to: (b)(6), (b)(7)(C)

**Originator:** 21APR98 fax from (b)(6), (b)(7)(C) TC 26APR98 phonecon. Italian witness identified by Italian authorities at the 30MAY98 meeting with the Trento Magistrate.

Tasking: Witnesses that saw the EA-6B before the mishap occurred (b)(6), (b)(7)(C) the aircraft flying low. Saw cable-car fall.

**Summary of results**

Interviewed at the Trento Italian magistrates office on 30MAY98. Stated she was at her residence when she heard a loud noise and she looked out her big picture window and saw the MISHAP aircraft pass by with the belly of the aircraft towards her. She observed it fly towards the cable-car and then she observed the cable - car rock back and forth and then fall.

Date completed: 30MAY98

- **Task Number A6**

Assigned to: (b)(6), (b)(7)(C)

**Originator:** M of 29MAR98 tasking

Tasking: Locate and interview COL (b)(6), (b)(7)(C) AF. Conduct of the board and his perception of the effect of outside sources and requests for clarification of findings are the first topics required. His opinion of the cause of the incident and how the incident occurred are required. Specifically, does he agree with the "bunt" or does he think the aircraft did something else? If possible obtain a copy of the dissenting opinion that he delivered to (b)(6), (b)(7)(C) to the close of the board.

**Summary of results**

-22APR98 - 1000- Spoke with SSG (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) in the U.S., returns on 04MAY98.

-04MAY98, ASAN (b)(6), (b)(7)(C) phoned (b)(6), (b)(7)(C) indicated after speaking with Trial Counsel regarding this investigation, it would be best not to interview COL (b)(6), (b)(7)(C) at this time.

Date completed: 05MAY98

- **Task Number A7**

Assigned to: (b)(6), (b)(7)(C)

**Originator:** O of 29MAR98 tasking

Tasking: Interview COL Duragon concerning all Q-2 and prior squadron low level flights and noise complaints filed with the base. Obtain copy of all correspondence between the base and tenant commands, concerning low level flights, noise complaints, and all responses from tenant commands. Also, ask who in the USAF or USMC he notified if he received complaints.

**Summary of results**

Duragon referred prior complaints to Capt Faustino (see task A7b)

Date completed: 23APR98

- **Task Number A7a**

Assigned to: (b)(6), (b)(7)(C)

**Originator:** O of 29MAR98 tasking

Tasking: COL (b)(6), (b)(7)(C) AF submitted a memo stating that he never received any complaints - please interview him.

**Summary of results**

(b)(6), (b)(7)(C) interviewed 24APR98. No receipt of noise complaints to his command. Other area airports which may have communications between (b)(6), (b)(7)(C) Aviano would be Padova. Provided info re: procedures how to request that tape via Embassy (b)(6), (b)(7)(C) provided a POC for AWACS data in Germany. IA submitted.

Date completed: 24APR98

- **Task Number A7b**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Developed through task A7

**Tasking:** Contact Capt Faustino, Italian Airforce, Aviano AFB

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed on 23APR98. Reviewed all files on low-level noise complaints during timeframe Q-'s were handled. NCIS (b)(6), (b)(7)(C) provided details how complaints are handled between Italian/USAF.

Date completed: 23APR98

- **Task Number A7c**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Follow on to task A7

**Tasking:** Interview LCOL (b)(6), (b)(7)(C) follow up on correspondence regarding low level complaints.

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed on 24APR98. Provided info on how 31stFW handled noise complaints.

Reviewed their complaints during questioned time frame. Also got referenced memo which NCIS (b)(6), (b)(7)(C) replied to.

Date completed: 24APR98

- **Task Number A7d**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** O of 29MAR98 tasking

**Tasking:** Try to document all complaints made against USMC aircraft during MAR-SEP96 and AUG97-FEB98 (Q-2's deployments) time frame. Determine what action was taken once a complaint was lodged. Cover any complaints filed with 31FW PAO, SJA or other likely departments.

**Summary of results**

On 04MAY98 - spoke with Chief of Public Affairs Office (PAO) 31<sup>st</sup> FW, She indicated noise complaints are filtered through PAO and forwarded to Operations Group Commander - provided documentation re 17JUN97 noise complaint over Torbole, It and a PAO after action report - timeline. Timeline shows interim mishap board was not established until 2200, 03FEB98. 05MAY98, contact was made with the SJA office, Aviano Air base, Aviano, It, inquiring about noise complaints received by their office, referencing task above. Their office in general is not a reciprocal for noise complaints, as is the Public Affairs Office. They have not received any noise complaints citing USMC aircraft.

Date completed: 05MAY98

- **Task Number A7e**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Follow up to A7c and A8

**Tasking:** Develop a time line (sequence of events) regarding complaints regarding low level flights and resulting actions.

**Summary of results**

A timeline was compiled combining all known complaints to the 31<sup>st</sup> fighter wing regarding low-level flights and the resulting actions. The dates of the USMC VMAQ squadron deployments has also been added for reference.

Date completed: 01MAY98

- **Task Number A7f**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to task A7c

**Tasking:** Recontact LCOL Welsh to follow up on correspondence regarding low level complaints for the CY96 time frame.

**Summary of results**

NCIS (b)(6), (b)(7)(C) identified Capt (b)(6), (b)(7)(C) as the key person to speak to re: complaint. NCIS (b)(6), (b)(7)(C) gained complaint process. Disclosed many pilots "stretch this limit" and based on discussions with pilots, speculated 17JUN97 Torbolo flight - Pilots were flying below restriction. No archive files for 1996 time frame or 20AUG96 complaint. Suggest his predecessor Capt (b)(6), (b)(7)(C) may recall. No location for Capt Raubinger.

Date completed: 04MAY98

- **Task Number A7g**

Assigned to: \_\_\_\_\_

Originator: 28APR98 TC Email

Tasking: A noise complaint was filed by an ALITALIA pilot who was on vacation in Folgaria, Trento, regarding a 20AUG96 flight. Q-2 flew two low-levels that day, one of which was piloted by (b)(6), (b)(7)(C). Identify, locate and interview the (b)(6), (b)(7)(C) pilot.

- **Task Number A8**

Assigned to: (b)(6), (b)(7)(C)

Originator: R of 29MAR98 tasking

Tasking: Just review the turnover binders at Q-4; look for any items Q-2 turned over regarding low level restrictions/flights, noise complaints, AV047, etc.

**Summary of results**

22APR98 - Turnover binder reviewed and significant portions photocopied. 23APR98 - IA written and submitted.

- **Task Number A9**

Assigned to: Ruewer

Originator: R of 29MAR98 tasking

Tasking: Obtain all AWAC tape(s) to include prior low level flight dates if possible. Review and determine if there is any usable evidence contained thereon. This crew allegedly flew on 29 Dec 97. What route did they fly and were there any noise complaints filed that day or within a few days thereafter? If so, were the noise complaints on the route flown by (b)(6), (b)(7)(C) this crew? Also, obtain copies of the tapes and forward to CALE. Ask about the data compiled by the AWACS ... how exact is it, what is margin of error, etc.? Can those AWACS tapes tell us if other planes were in the area of AV047 at time of mishap?

**Summary of results**

NATO needs a few weeks to review dates of low-level AV047 flights, as provided to NATO (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) 27APR98. No records from NATO available for 29DEC97. Tapes not seized as (b)(6), (b)(7)(C) telecom 27APR98. Margin of error issues, via IFF data negligible. Yes, other aircraft were in area, specifically an unidentified (as yet) plane crossed westwardly over Lake Garda and same time Prowler was Northbound over lake. (I) will ID plane and provide info ASAP, but a week or more, probably. (I) Gerry Van Tol made statement.

Date completed: 27/28APR98

- **Task Number A10**

Assigned to: (b)(6), (b)(7)(C)

Originator: S of 29MAR98 tasking

Tasking: Identify and interview the USAF Officer that gave the "in brief" to Q-2 upon their arrival in Italy. What information was passed concerning low level flights and noise complaints. What was the hard deck briefed for snow covered areas?

**Summary of results**

Tasking was carried out and completed as (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) A11, was interviewed. (b)(6), (b)(7)(C) same person who gave the VMAQ-2 in-brief

Date completed: 28APR98

- **Task Number A11**

Assigned to: (b)(6), (b)(7)(C)

**Originator:** U of 29MAR98 tasking/21 APR 98 (b)(6), (b)(7)(C)

Tasking: Locate and identify MAJ (b)(6), (b)(7)(C) F, 31ST Fighter Wing. Determine the nature of the inbrief, specifically: when/where, any attendance list, any mention of altitude restrictions. Any mention of prior complaints from anyone because of noise or low altitude flights, any other complaints or problems.

**Summary of results**

NCIS (b)(6), (b)(7)(C) in-brief to VMAQ-2 on 25AUG98 (b)(6), (b)(7)(C) VMAQ-2 that Italians were noise-sensitive, and not to fly below 2000 ft while flying through the Alps (b)(6), (b)(7)(C). Added (1) copy of FCIF 97-16, (with Italian message instituting 2000 AGL); (2) copy of chapter 8, pilot aid (which was passed out to VMAQ-2 at the brief), (3) updated chapter 8 (updated since VMAQ-2 brief); (4) Navigational map where MAJ (b)(6), (b)(7)(C) a corridor where 2000 ft AGL was instituted; (5) PowerPoint brief that was used for VMAQ-2 brief. Additionally (b)(6), (b)(7)(C) assisted by MSGT. (b)(6), (b)(7)(C) gave air traffic control brief (part of the PowerPoint presentation (b)(6), (b)(7)(C) since transferred to Barksdale AFB, La. The Director of Deliberate Guard operations center LCOL (b)(6), (b)(7)(C) was also present at (b)(6), (b)(7)(C) transferred to Shaw AFB, South Carolina. No attendance or sign-in sheets were taken by (b)(6), (b)(7)(C). Check of records revealed (b)(6), (b)(7)(C) had no sign-in sheet. (b)(6), (b)(7)(C) provided a copy of his secretary's calendar, where VMAQ-2 brief was scheduled. This is the only documentation (b)(6), (b)(7)(C) has of the brief. Original calendar is held by (b)(6), (b)(7)(C) secretary (b)(6), (b)(7)(C) S-4, CIV, transferring in June98 to Hill AFB, Salt Lake City, Ut.

• **Task Number A11a**

Assigned (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24A (b)(6), (b)(7)(C) con

Tasking: Interview SSGT (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

NCIS (b)(6), (b)(7)(C) he was on duty at radar approach control (RADCON) during date of mishap (b)(6), (b)(7)(C) monitored conversation between (b)(6), (b)(7)(C) on flight take off and emergency landing. Uneventful take off. Aware of emergency approximately 18 miles out. Pilot sounded nervous. Damage: structural and vertical stabilizer hydraulic failure. No mention of how sustained damage, or altitudes, or flight route. Emergency cable landing (b)(6), (b)(7)(C) of one low-level noise complaint of some approaching F-16's. Complaint was last summer.

Date completed: 25APR98

• **Task Number A11b**

Assigned (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24A (b)(6), (b)(7)(C) con

Tasking: Interview TSGT (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

NCIS (b)(6), (b)(7)(C) on duty as standby at RAPCON on 03FEB98 (b)(6), (b)(7)(C) busy studying for his promotion exam during most of the day, and very seldom entered the radar control room, although he studied in the same building. He did not communicate with the MISHAP flight crew. He monitored a short portion of comms between RAPCON and pilot (as the pilot was just about to land). He does not recall any details of the conversation. (b)(6), (b)(7)(C) not personally know any of the prowler aircrews.

Date completed: 25APR98

• **Task Number A11c**

Assigned (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24A (b)(6), (b)(7)(C) con

Tasking: Interview SSGT (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

Inquiries with command reveal SSGT (b)(6), (b)(7)(C) currently TDY to Keesler AFB, Biloxi, Miss. Currently attending school. Date of return to Aviano is 20MAY98.

Date completed: 26APR98

- **Task Number A11d**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24A NCIS (b)(6), (b)(7)(C) con

Tasking: Interview SSGT NCIS (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

NCIS (b)(6), (b)(7)(C) working at RADCON on the day of the incident. Did not speak to distress aircraft. Subject heard part of the conversation between other RADCON controller, NCIS (b)(6), (b)(7)(C) aircraft pilot.

Conversation overheard consisted of routine emergency landing procedures. Signed statement.

Date completed: 28APR98

- **Task Number A11e**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24A NCIS (b)(6), (b)(7)(C) con

Tasking: Interview SSGT NCIS (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON. He was present in RAPCON during mishap flight approach. He was in direct radio contact with the crew upon landing approach (TDY until 01MAY98).

**Summary of results**

NCIS (b)(6), (b)(7)(C) viewed and provided sworn statement NCIS (b)(6), (b)(7)(C) to pilot as it squawked emergency. Pilot stated he had stabilizer damage. Pilot stated they were low on fuel. Pilot requested to go on holding pattern over airfield for 3-4 minutes. NCIS (b)(6), (b)(7)(C) 't know why he did this. Although somewhat normal for aircraft to do NCIS (b)(6), (b)(7)(C) 't give an opinion why aircraft with stabilizer and possible hydraulic failure would do this. No mention of flight, attitudes, or how damage was sustained.

Date completed: 05MAY98

- **Task Number A11f**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11 series/24A NCIS (b)(6), (b)(7)(C) con

Tasking: Interview SRAN NCIS (b)(6), (b)(7)(C) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

**Summary of results**

Interviewee provided no information of investigative consequence.

Date completed : 25APR98

- **Task Number A11g**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to A11/29A NCIS (b)(6), (b)(7)(C)

Tasking: Reinterview NCIS (b)(6), (b)(7)(C) Closure (4) based on an IA reported on in A11, listed a Suspense/review date of 31DEC97. Did the 31<sup>st</sup> suspend or review that document by 31DEC97? If so, what was the result? Was it suspended? If reviewed was it reissued? If so, please provide a copy; what was the new suspense/review date. If the document was not suspended or reviewed on 31DEC, what does that mean? Is it automatically suspended or reissued?

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed on 30APR98. On FCIF 97-16 review date of 31DEC97. Document was retained. In response to Prowler incident, FCIF 98-03 (dated 10FEB98) was issued, rendering 97-16 moot. 98-03 has attachments: (1) message from Italian AF requesting suspension of all low-level flights; (2) USAF message suspending all low-level flights. 97-16 not formally rescinded until the issuance of 98-17, dated 27APR98.

Date completed: 30APR98

- **Task Number A12**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel in modified 29MAR98 tasking

Tasking: Locate and interview GENRIS (b)(6), (b)(7)(C) concerning his discussions with LT NCIS (b)(6), (b)(7)(C) and the issue of who in Q-2 knew the 2000' hard deck. Also, obtain details of his conversation with NCIS (b)(6), (b)(7)(C)

**Summary of results**

NCIS (b)(6), (b)(7)(C) appeared unfamiliar with 1000 ft restriction in aircraft AID, though he admitted he had a copy of it. FCIF was briefed at DGOOC standing NCIS (b)(6), (b)(7)(C) next AM he polled the pilots and all but incident pilot was aware of 2000ft AGL. Trouble getting statement NCIS (b)(6), (b)(7)(C) was done - 07MAY98.  
Date completed: 07MAY98

• **Task Number A13**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** New lead #1 identified in modified tasking

Tasking: Interview NCIS (b)(6), (b)(7)(C) did he make any incriminating statements to her? Does she have any tapes/photos from his flights?

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed by SANCIS (b)(6), (b)(7)(C) called mother to warn of presence NCIS (b)(6), (b)(7)(C) closest friend - NCIS (b)(6), (b)(7)(C) very close to NCIS (b)(6), (b)(7)(C) email address obtained. Overheard at "Hare"- saw something in flight path and "pushed down". Overheard NCIS (b)(6), (b)(7)(C) conversation NCIS (b)(6), (b)(7)(C) sufficient training on low level flying.  
Date completed: 27APR98

• **Task Number A14**

**Assigned to:** \_\_\_\_\_

**Originator:** New lead #2 in modified tasking

Tasking: Interview the cable car operator (Maurizio GARDENER); what did he do before and after; what did he see and hear; verify that he saw 20 live people on that cable car when it left his station ... get any documentation (receipts/ticket stubs) on this?

• **Task Number A15**

**Assigned to:** \_\_\_\_\_

**Originator:** New lead #3 in modified tasking

Tasking: Obtain a copy of whatever the Italians did to survey the site.

• **Task Number A16**

**Assigned to:** \_\_\_\_\_

**Originator:** New lead #4 in modified tasking

Tasking: . Obtain copies of whatever formal Italian reports are available on the more technical aspects of the cable system, car and houses; determine who owns the cable car system and what is it that he owns (cars, cable, houses, etc.)

• **Task Number A16a**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** New lead #4 in modified tasking

Tasking: What is the amount of damage to real property. Check with claim to SOFA on the dollar value for damages.

**Summary of results**

On 27APR98, Reporting Agent telephoned MNCIS (b)(6), (b)(7)(C) USAF, Legal Office, they do not have that information here. Contact embassy in Rome-Sending State Office, MANCIS (b)(6), (b)(7)(C) attorney - handles NATO SOFA claims. DSN: NCIS (b)(6), (b)(7)(C) Can also speak with a NCIS (b)(6), (b)(7)(C)

Date completed: 27APR98

• **Task Number A16b**

Assigned to: [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** Follow-up to A16a (New lead #4 in modified tasking)

**Tasking:** What is the amount of damage to real property. Check with claim to SOFA on the dollar value for damages. Contact Rome Embassy, Sending State Office, MA [redacted] NCIS (b)(6), (b)(7)(C) an attorney - handles NATO SOFA claims. DSN: [redacted] NCIS (b)(6), (b)(7)(C) Can also speak with [redacted] NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C)

**Summary of results**

On 30APR98, [redacted] NCIS (b)(6), (b)(7)(C) with [redacted] NCIS (b)(6), (b)(7)(C) SO Rome, Italy and obtained a copy of the claims filed as of 27APR98 by the relatives of the Cermis air disaster victims.

Date completed: 30APR98

• **Task Number A17**

Assigned to: [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel in modified 29MAR98 tasking

**Tasking:** Find a POC at the TOPSCENE simulator at Aviano AFB who can work with the trial team on "reproducing" the mishap flight. In simple terms, Trial Team wants to know if they can plot data from AWACS showing mishap flight's path/alt/speed, etc. ... into the TOPSCENE system in order to create a simulated flight for the members to view. If so, what do they need to complete that, and how do they copy that to video in order to present in court? As soon as you get a POC on this, let us know so we can pass to the Trial Team.

**Summary of results**

As background, POWERSCENE is a computer flight simulator that utilizes overhead imagery of actual (not simulated) geographic locations.

Powerscene points of contact at USAF Aviano are:

- Capt [redacted] NCIS (b)(6), (b)(7)(C) USAF, DSN: [redacted]
- TSGT [redacted] NCIS (b)(6), (b)(7)(C) USAF, DSN: [redacted]

Capt [redacted] NCIS (b)(6), (b)(7)(C) identified TSGT [redacted] NCIS (b)(6), (b)(7)(C) as the actual hands on expert in the regards to POWERSCENE.

NCIS (b)(6), (b)(7)(C) stated [redacted] NCIS (b)(6), (b)(7)(C) would be the only person dedicated to reconstructing the mishap flight on POWERSCENE. [redacted] NCIS (b)(6), (b)(7)(C) that the POWERSCENE videotape that was previously made by the USMC JAGMAN board was flown by [redacted] Capt (b)(6), (b)(7)(C), and was based on rough estimations and 10 meter resolution imagery.

Date completed: APR/MAY98

• **Task Number A18**

Assigned to: [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:**

**Tasking:** Coordinate with magistrate and U. S. Embassy regarding the interview of Italian witnesses by NCIS. Facilitate delivery of JAGMAN enclosures to magistrate.

**Summary of results**

On 30APR98, [redacted] NCIS (b)(6), (b)(7)(C) with Ms. [redacted] NCIS (b)(6), (b)(7)(C) Rome, Italy, and obtained a copy of the letter sent to magistrate [redacted] NCIS (b)(6), (b)(7)(C) the interview of Italian witnesses.

Date completed: 01MAY98

• **Task Number A19**

Assigned to: \_\_\_\_\_

**Originator:** 15APR98 Trial Counsel email.

**Tasking:** Determine if magistrate will allow defense to interview Italian witnesses.

• **Task Number A20**

Assigned to: [redacted] NCIS (b)(6), (b)(7)(C)

**Originator:** 15APR98 Trial Counsel [redacted] NCIS (b)(6), (b)(7)(C)

**Tasking:** Coordinate with USMC Survey Crew to survey incident site.

• **Task Number A21**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 14APR98 Trial Counsel email.

Tasking: Obtain a copy of the final Italian site survey from the Trento magistrate.

**Summary of results**

Met with magistrate 24APR98 in Trento, Italy will not provide any documents until rogatory's are received from Rome.

Date completed: 24APR98

• **Task Number A22**

Assigned to: \_\_\_\_\_

Originator: 12APR98 Trial Counsel email.

Tasking: Check Cavalise hotels to determine if any Q-2 aviators stayed in the area of the ski resort.

• **Task Number A23**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 12APR98 Trial Counsel email.

Tasking: Interview NCIS (b)(6), (b)(7)(C) (Q-4) who, along with Capt NCIS (b)(6), (b)(7)(C) and Lt NCIS (b)(6), (b)(7)(C) of Q-4, were NCIS (b)(6), (b)(7)(C) Inquire about NCIS (b)(6), (b)(7)(C) sign "trash". Track the 72 hour history...discussions before and after the flight. Any information regarding video tapes - were they aware of the NCIS (b)(6), (b)(7)(C)

**Summary of results**

Very good friends with NCIS (b)(6), (b)(7)(C) "Trash" is a play on last names, ie Tras NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) words to effect of "I saw a line come up in my face and I pushed over it to avoid it", explaining he meant "bunting", ie, below the line NCIS (b)(6), (b)(7)(C) (I) "if pilot had been screwing around he caused the deaths, he'd have to come out and tell the truth." NCIS (b)(6), (b)(7)(C) from NCIS (b)(6), (b)(7)(C), but spoke with her after the incident. Also has NCIS (b)(6), (b)(7)(C) (US) on base at Aviano, and NCIS (b)(6), (b)(7)(C) at electric company in Morehead city, NC (NFI). Probably with her NCIS (b)(6), (b)(7)(C) close with USMC Capt NCIS (b)(6), (b)(7)(C) former pilot, Now on MEU.

Date completed: 22APR98

• **Task Number A23a**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 12APR98 Trial Counsel email.

Tasking: Interview NCIS (b)(6), (b)(7)(C) (Q-4) who, along with Capt NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) of Q-4, were NCIS (b)(6), (b)(7)(C) Inquire about NCIS (b)(6), (b)(7)(C) sign "trash". Track the 72 hour history...discussions before and after the flight. Any information regarding video tapes - were they aware of the NCIS (b)(6), (b)(7)(C)

**Summary of results**

Very little knowledge of NCIS (b)(6), (b)(7)(C) single in the social circles. Is part owner of "confusions", a snow board company in WA(?). Different origins and all signs for crew NCIS (b)(6), (b)(7)(C) ment. No videotape info. No rites of passage in NCIS (b)(6), (b)(7)(C) area of incident on a chart in ready room after incident (shortly). Gave NCIS (b)(6), (b)(7)(C) only room NCIS (b)(6), (b)(7)(C) he thought he saw a yellow gondola and (some) cables were NCIS (b)(6), (b)(7)(C) (I) they hit cables and climbed away from mountain. Interesting comment NCIS (b)(6), (b)(7)(C) end of page 3- statement.

Date completed: 23APR98

• **Task Number A23b**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 12APR98 Trial Counsel email.

Tasking: Interview NCIS (b)(6), (b)(7)(C) (Q-4) who, along with Capt NCIS (b)(6), (b)(7)(C) Lt NCIS (b)(6), (b)(7)(C) of Q-4, were NCIS (b)(6), (b)(7)(C) Inquire about NCIS (b)(6), (b)(7)(C) sign "trash". Track the 72 hour history...discussions before and after the flight. Any information regarding video tapes - were they aware of the NCIS (b)(6), (b)(7)(C)

**Summary of results**

Limited knowledge of each. Heard about "beautiful scenery" of low levels, no mention of Cermis. 1000' limit been USMC rule since Yuma crash in '96. No reason to suspect pilot and ECMO 1 screwed around but it appears the best explanation. No comments from any of the crew to (I). (I) flew this aircraft earlier that day, no RADALT problems. Heard rumors that backseaters had "no clue".

Date completed: 24APR98

• **Task Number A23c**

Assigned to: [redacted] NCIS (b)(6), (b)(7)(C)

Originator: 12APR98 Trial Counsel email.

Tasking: Interview [redacted] (b)(6), (b)(7)(C) (Q-4) who, along with [redacted] (b)(6), (b)(7)(C) (Q-4) Lt [redacted] (b)(6), (b)(7)(C) of Q-4, were [redacted] (b)(6), (b)(7)(C) Inquire about [redacted] (b)(6), (b)(7)(C) track the 72 hour history....discussions before and after the flight. Any information regarding video tapes - were they aware of the [redacted] (b)(6), (b)(7)(C)

**Summary of results**

Very limited knowledge of all but [redacted] (b)(6), (b)(7)(C) best friend Capt [redacted] (b)(6), (b)(7)(C) call signs from true names. [redacted] (b)(6), (b)(7)(C) in hooch and elsewhere a lot after the mishap. [redacted] (b)(6), (b)(7)(C) visited here after. Maye spoke with his friends and what he told [redacted] (b)(6), (b)(7)(C) being space cowboys or flat hatting - intends to write a book on it. (I) has #4 tape. 2 still in cockpit. Classified

Date completed: 24APR98

• **Task Number A23d**

Assigned to: [redacted]

Originator: [redacted] (b)(6), (b)(7)(C) mail of 22APR98/follow up to A23 series

Tasking: [redacted] NCIS (b)(6), (b)(7)(C)

[redacted] NCIS (b)(6), (b)(7)(C)

**Summary of results**

On 25 APR98, searched Infospace (www.infospace.com) for any information on [redacted] (b)(6), (b)(7)(C) [redacted] (b)(6), (b)(7)(C) Nothing found. Searched www.whowhere.com for any information on them. Found [redacted] (b)(6), (b)(7)(C) [redacted] (b)(6), (b)(7)(C) California - [redacted] (b)(6), (b)(7)(C) [redacted] (b)(6), (b)(7)(C)

• **Task Number A23e**

Assigned to: [redacted] NCIS (b)(6), (b)(7)(C)

Originator: follow up to A23 series

Tasking: According to [redacted] (b)(6), (b)(7)(C) roommates, ashby is the co-owner of a snowboard company "Confusion", Seattle, WA. Research company phone numbers and information.

**Summary of results**

No information found on WWW. Infospace.com; no information on yp1-gte-net; no business with the word "Confusion", in its title is listed under sporting goods in Washington state and California (under the GTE net), and there is only skateboard company in California with the name "Confusion" in it - Confusion Skateboards, Oakland, Ca (510) 530-2355.

Date completed: 25APR98

• **Task Number A24 (same tasking as A26)**

Assigned to: [redacted] NCIS (b)(6), (b)(7)(C)

Originator: [redacted] (b)(6), (b)(7)(C) of 21APR98

Tasking: Contact Aviano AFB MWR in an effort to determine if any Q-2 aviators participated in any ski trips to the Cavalese area.

\* Aviano ski club. Need to contact Sgt. [redacted] (b)(6), (b)(7)(C)

**Summary of results**

Contacted ITT- they have not sponsored any ski trips to Cavalese. Contacted outdoor recreation-they do not offer ski trips.

[redacted] (b)(6), (b)(7)(C) marines member of ski club, did not go on trips or participate in club activities.

Date completed: 29APR98

- **Task Number A25**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** 22APR98 phonecon NCIS (b)(6), (b)(7)(C) Trial Counsel

**Tasking:** Process cockpit and mishap aircraft. Seize and forward appropriate evidence for forensic analysis. Seize cable particals from the damaged aircraft. Seize selective parts of aircraft and cable (RADALT and Gauge not needed).

**Summary of results**

On 01JUN98, an examination of the mishap aircraft was conducted by NCIS. Photographic coverage of the examination was provided. Seized Items of an evidentiary value ( itemsA through AA) were mailed registered to CALE.

Date completed: 02JUN98

- **Task Number A25a**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel

**Tasking:** Obtain from Italian authorities the Gondola, personnel effects of victims, and other material deemed appropriate, and place into the NCIS evidence custody system. Make arrangements to transport the said items from Cavalese, Italy, to Aviano, AFB, Italy. Make preparations for the items to be airlifted from Aviano to Camp Lejeune, N.C. and taken into custody by CALE.

**Summary of results**

On 03JUN98, SA (b)(6), (b)(7)(C) the Gondola , cable and other assorted items from Italian authorities in Cavalese, Italy. The Air Force 31<sup>st</sup> Transportation unit transported the items to Aviano AFB, Italy. The items were then packaged for transport by aircraft, by the 31<sup>st</sup> Trans. The items were maintained in the NCIS evidence custody system during the whole evolution. Victims' personal items were not seized by SA NCIS (b)(6), (b)(7)(C) Carabinieri officials having already destroyed them.

Date completed: 04JUN98

- **Task Number A26(same tasking as A24)**

**Assigned to:** completed

**Originator:** 22APR98 phonecon NCIS (b)(6), (b)(7)(C) Trial Counsel

**Tasking:** Conduct interviews and record reviews at USAF MWR facilities in an effort to determine if members of the MISHAP crew skied at the Cavalese resort.

- **Task Number A27**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** 22APR98 phonecon NCIS (b)(6), (b)(7)(C) Trial Counsel

**Tasking:** Interview NCIS (b)(6), (b)(7)(C), Q-4 flight surgeon regarding the MISHAP crew.

**Summary of results**

Interviewed 27APR98 SA (b)(6), (b)(7)(C) at USAF Aviano on 07FEB98 and was medical advisor to the JAGMAN SA (b)(6), (b)(7)(C) who was the VMAQ-2 flight surgeon SA (b)(6), (b)(7)(C) very concerned about disclosing privileged information. IA completed 29APR98.

- **Task Number A28**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** 22APR98 phonecon NCIS (b)(6), (b)(7)(C)

**Tasking:** Research Q-2 phone records in an effort to determine if records exist regarding phone calls the accused made following the incident.

**Summary of results**

Obtained telephone toll records from telephone where crew resided (hooches) as well as from USMC ready room. One documented fax by Capt Ashby on 23FEB98 from ready room. No record keeping system for Hooch calls.

Date completed: 28APR98

• **Task Number A28a**

Assigned **NCIS** (b)(6), (b)(7)(C)

**Originator:** 27ANRIS (b)(6), (b)(7)(C) and phonecon

Tasking: Research email process, who owns the server that the marines use? Is it the Corps or the Air Force? Access if possible and identify what e-mails were sent and received by the crew. If emails of probative value are discovered, seize or make copies of whatever is necessary to include computer tapes. Advise if any tapes have been destroyed or taped over due to the passage of time.

**Summary of results**

- On 05MAY98, received VMAQ-4 CO's Permission to search squadron computers for any emails of probative value, however, all email accounts belonging to the mishap aircrew have already been deleted from the squadron server and the back-up tapes have since been overwritten. No emails for the mishap aircrew still exist locally in Aviano. It might still be possible to retrieve emails from the VMAQ-2 and G1 system administrators in Cherry Point, N.C. Some points of contact are listed in 1A.
- In a follow up conversation with VMAQ-4 computer personnel on 06May98, determined that one of the VMAQ-4 backup tapes might be of evidentiary value. Tape was seized and entered into the NCISFO EUR evidence custody system. Cpl. Mendini, USMC, also stated that 4 complete back-up tapes were made of the VMAQ-2 server in Mid-Feb. These tapes were given to VMAQ-2 computer personnel SSGT Kevin Rapp and SSGT Jeffrey Campell. If one of these tapes could be retrieved from Rapp or Campell then the e-mails present on the server as of mid-Feb should be retrievable.

Date completed: 05MAY98

• **Task Number A29**

Assigned **NCIS** (b)(6), (b)(7)(C)

**Originator:** 23ANRIS (b)(6), (b)(7)(C) also see Z of 29MAR98 memo)

Tasking: Interview COL **NCIS** (b)(6), (b)(7)(C) USAF, XO, USAFE, who was previously at OSS, Aviano. Determine how Q-2 initially became aware of the low level restrictions: Did they seek out the info; invited over by the USAF to get it; did they have to be reminded to come and get it; did the USAF have to beat them over the head with the importance of the info; did they appear to blow it off; who from Q-2 was involved in process; were there any additional discussions on the altitude limits after Q-2 received the info; when did this take place; when initially made aware that the info was available; did they come right over; when did they finally get it in their hands. (please take a statement) .

**Summary of results**

1. In statement describes knowledge of Q-2 awareness of FCIF (p5, para 1 and 3), and LCO **NCIS** (b)(6), (b)(7)(C) comments to him on it which are allegedly quite different than those made to the mishap board. I.E., probable lies.
2. Provides references (several) to Q-2's knowledge of FCIF and other sources of knowledge of min. restrictions.
3. Asserted (referenced a letter by Watters) that USMC were absolutely and clearly aware of USMC 1000' restriction.
4. (I) guarantees that USMC had copy of FCIF.
5. As an F-16 (and other jets) pilot, **NCIS** (b)(6), (b)(7)(C) deliberately be at his altitude.
6. Strongly recommends interview of an aviation psychologist, i.e., given the cable line just appearing "no pilot would push over" unless he intended to go under it.

Date completed: 29APR98

• **Task Number A30**

Assigned **NCIS** (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98

Tasking: Locate a bridge (over a stream) 5 miles west of the mishap site. Face East and photograph.

• **Task Number A31**

Assigned **NCIS** (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98

Tasking: Interview enlisted members of the Q4 maintenance shop regarding any knowledge of the "cable car club", or information regarding its existence.

**Summary of results**

Personnel from advance Q-4 maintenance shop had no pertinent info. Nineteen persons interviewed  
Date completed: 01MAY98

• **Task Number A31a**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98 (subtasking of A31)

Tasking: Interview enlisted members (NCIS (b)(6), (b)(7)(C)) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

No info on cable car club. Identified [redacted] (b)(6), (b)(7)(C) rounding up crews equipment following the landing. Identified [redacted] (b)(6), (b)(7)(C) thought the crew was hot-dogging it.  
Date completed 25APR98

• **Task Number A31b**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98 (subtasking of A31)

Tasking: Interview enlisted members (NCIS (b)(6), (b)(7)(C)) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

No info on cable car club. Identified [redacted] (b)(6), (b)(7)(C) as having flown low enough to see skiers. Identified [redacted] (b)(6), (b)(7)(C) as a SSGT (Uknown) from maintenance control, a SGT (unknown) (b)(6), (b)(7)(C) being present at the Mishap aircraft after it landed.  
Date completed 25APR98

• **Task Number A31c**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98 (subtasking of A31)

Tasking: Interview enlisted members (NCIS (b)(6), (b)(7)(C)) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

No info on cable car club. Identified [redacted] (b)(6), (b)(7)(C) saying something to the effect that when the accident initially happened, they thought they had hit a bird but found out sometime after returning that they had hit a cable.  
Date completed 25APR98

• **Task Number A31d**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98 (subtasking of A31)

Tasking: Interview enlisted members (NCIS (b)(6), (b)(7)(C)) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

No info on cable car club. Identified CPL [redacted] (b)(6), (b)(7)(C) present at the Mishap aircraft after it landed.  
Date completed 25APR98

• **Task Number A31e**

Assigned to [redacted] (b)(6), (b)(7)(C)

**Originator:** 28A [redacted] (b)(6), (b)(7)(C) (see task A31c)

Tasking: Reinterview [redacted] (b)(6), (b)(7)(C) Q-4, regarding additional details concerning [redacted] (b)(6), (b)(7)(C) address to members of the Q-4 squadron. Include, when, where, circumstances, attendees, requested/impromptu, recorded or notes taken.

**Summary of results**

29APR98 (b)(6), (b)(7)(C) interviewed and provided amplifying details indicating the brief may have been 13FEB98, and believed it occurred after the CO or XO spoke.

Date completed: 30APR98

• **Task Number A31f**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 28ANRIS (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness (b)(6), (b)(7)(C) briefed some Q-4 squadron members regarding the Mishap. Interview Q-4 NCIS (b)(6), (b)(7)(C) when and where was the brief conducted. How did it come about, was it requested, NCIS (b)(6), (b)(7)(C) or, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what NCIS (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed on 01MAY98, but had no knowledge NCIS (b)(6), (b)(7)(C) address to VMAQ-4 personnel at the HAS. (IA)

Date completed: 01MAY98

• **Task Number A31g**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 28ANRIS (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness (b)(6), (b)(7)(C) briefed some Q-4 squadron members regarding the Mishap. Interview Q-4, Safety officer. When and where was the brief conducted. How did it come about, was it requested, NCIS (b)(6), (b)(7)(C) or, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what NCIS (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

Safety officer is Capt NCIS (b)(6), (b)(7)(C) provided sworn statement. Has flown AV047 during end of last deployment, he believes at 500ft. Route dotted with villages and ski resorts. Knows NCIS (b)(6), (b)(7)(C) Nothing NCIS (b)(6), (b)(7)(C) of reputation. Was present at formation where NCIS (b)(6), (b)(7)(C) spoke. Only thanked crowd and reassured that did nothing wrong. No notes taken or recorded.

Date completed: 05MAY98

• **Task Number A31h**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 28ANRIS (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness (b)(6), (b)(7)(C) briefed some Q-4 squadron members regarding the Mishap. Interview Q-4, Executive officer. When and where was the brief conducted. How did it come about, was it requested, NCIS (b)(6), (b)(7)(C) or, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what NCIS (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of Results**

VMAQ-4 XO was interviewed on 29APR98, but could not provide any information relative NCIS (b)(6), (b)(7)(C) VMAQ-4 squadron address. IA typed 30APR98.

Date completed: 30APR98

• **Task Number A31i**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 28ANRIS (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness (b)(6), (b)(7)(C) briefed some Q-4 squadron members regarding the Mishap. Interview Q-4, Ops officer. When and where was the brief conducted. How did it come about, was it requested, NCIS (b)(6), (b)(7)(C) or, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what did NCIS (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

29APR98-Conducted interview of MA NCIS (b)(6), (b)(7)(C) SMC, VMAQ-4 OPS officers (b)(6), (b)(7)(C) knowledge regarding NCIS (b)(6), (b)(7)(C) alleged brief.

Date completed: 29APR98

• **Task Number A31j**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 28 APR 98 NCIS (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness NCIS (b)(6), (b)(7)(C) interviewed some Q-4 squadron members regarding the Mishap. Interview Q-4, NCIS (b)(6), (b)(7)(C). When and where was the brief conducted. How did it come about, was it requested, NCIS (b)(6), (b)(7)(C), was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what NCIS (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

On 01-02MAY98, Reporting Agent made several unsuccessful attempts to interview CANS (b)(6), (b)(7)(C) USMC. On three occasions, CANS (b)(6), (b)(7)(C) to make his appointments. He flew out on 02MAY98 to testify at CANS (b)(6), (b)(7)(C) hearing without advising reporting agent. Date of return is unknown. Date completed: 02MAY98

• **Task Number A31k**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 28 APR 98 NCIS (b)(6), (b)(7)(C) (see task A31c)

Tasking: According to a witness NCIS (b)(6), (b)(7)(C) interviewed some Q-4 squadron members regarding the Mishap. Interview Q-4, NCIS (b)(6), (b)(7)(C). When and where was the brief conducted. How did it come about, was it requested, NCIS (b)(6), (b)(7)(C), was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what NCIS (b)(6), (b)(7)(C) was the brief recorded or did anyone take notes.

**Summary of results**

NCIS (b)(6), (b)(7)(C) present during brief, held a few weeks after the mishap, near the HAS (hardened aircraft shelter). According to NCIS (b)(6), (b)(7)(C) stated they were on an authorized low-level mission NCIS (b)(6), (b)(7)(C) altitude restrictions in general for low-level is 1000ft AGL. Anything lower than that is a violation. Pilots are aware of ski resorts while flying above mountain ranges.

Date completed: 04MAY98

• **Task Number A31l**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 28 APR 98 NCIS (b)(6), (b)(7)(C)

Tasking: Interview enlisted members NCIS (b)(6), (b)(7)(C) of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.

**Summary of results**

NCIS (b)(6), (b)(7)(C) interviewed NCIS (b)(6), (b)(7)(C) answering questions at a command general meeting regarding the Mishap. NCIS (b)(6), (b)(7)(C) that the Mishap crew had felt a thump when the accident occurred.

Date completed: 26APR98

• **Task Number A31m**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 28 APR 98 NCIS (b)(6), (b)(7)(C) (see task A31l)

Tasking: Reinterview NCIS (b)(6), (b)(7)(C) Q-4, regarding additional details concerning NCIS (b)(6), (b)(7)(C) to members of the Q-4 squadron. Include, when, where, circumstances, attendees, requested/impromptu, recorded or notes taken.

**Summary of results**

NCIS (b)(6), (b)(7)(C) on routine formation between 20-25 FEB 98, NCIS (b)(6), (b)(7)(C) to command. Stated how sorry he was, and how he had felt a "thump" looked out the window to see all the damage. Few days before the formation, an informal gathering, where NCIS (b)(6), (b)(7)(C) stated that he was sorry, and the aircraft had no hydraulics after the mishap. No mention of altitudes, gondolas, ski resorts.

Date completed: 30APR98

• **Task Number A31n**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: 29 APR 98 NCIS (b)(6), (b)(7)(C)

Tasking: In task A31b, NCIS (b)(6), (b)(7)(C) Maintenance) identified NCIS (b)(6), (b)(7)(C) Aviator) as having flown low enough on Q-4 previous deployment to Aviano, to see skiers. Interview NCIS (b)(6), (b)(7)(C) regarding low level flights, knowledge of ski areas etc.

**Summary of results**

Q-2 aggressive flying reputation. E.g. of low-level transitionals over base perimeter road "blowing" over a guy with a camcorder in Germany. CA NCIS (b)(6), (b)(7)(C)2, knows the pilot's name. TN NCIS (b)(6), (b)(7)(C) aggressive, suggest interviewing (I) NCIS (b)(6), (b)(7)(C) told (I) he was thankful he didn't actually take photos with his camera. They seized but returned his camera after confirming no photos had been taken.

NCIS (b)(6), (b)(7)(C) told (I) after seeing damage in aircraft they concluded they hit CA NCIS (b)(6), (b)(7)(C) allegedly had many conversations with NCIS (b)(6), (b)(7)(C) Capts NCIS (b)(6), (b)(7)(C) went through flight school NCIS (b)(6), (b)(7)(C) are NCIS (b)(6), (b)(7)(C) than stellar opinion NCIS (b)(6), (b)(7)(C)

• **Task Number A31o**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98/subtask of A31

Tasking: Interview enlisted members of the Q4 maintenance shop (GY NCIS (b)(6), (b)(7)(C) regarding any knowledge of the "cable car club", or information regarding its existence.

**Summary of results**

GY NCIS (b)(6), (b)(7)(C) stated he assisted in the move of the Mishap aircraft from HAS 2-1-to HAS T -29. NCIS (b)(6), (b)(7)(C) the pilot's cockpit temporarily moved camera bag and flight bag but did not tamper with either.

Date completed: 28APR98

• **Task Number A31p**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** TC email/01MAY98/subtask of A31b

Tasking: Reinterview NCIS (b)(6), (b)(7)(C) who was present during the launch of the Mishap aircraft. He was on the Q-4 advance apparently learning the ropes from the Q-2 guys. See if he remembers the launch being delayed, and if so, does he know why. Does he remember something being delivered to the aircrew. Does he remember the vehicle which reportedly pulled out near the area. Does he know or remember who the person was that delivered whatever?

**Summary of results**

(I) provided statement of denial - Was not part of the launch. No knowledge of launch delay or any delivery.

Date completed: 04MAY98

• **Task Number A31q**

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98

Tasking: In tasking A-31 series NCIS (b)(6), (b)(7)(C) provided a list of others who were present NCIS (b)(6), (b)(7)(C) informal brief to O-4 personnel. Conduct screening interviews to determine if O-4 maintenance personnel NCIS (b)(6), (b)(7)(C)

have any knowledge of, or information pertaining to this meeting.

**Summary of results**

All persons denied knowledge of informal brief. NCIS (b)(6), (b)(7)(C) not interviewed -transferred 10MAR98 to NMITC NCIS (b)(6), (b)(7)(C) provided additional info during screening interview to his 25APR statement.

NCIS (b)(6), (b)(7)(C) him he was unhappy at way this was being handled by top brass.

Date completed: 02MAY98

• **Task Number A31r**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecon with TC's/24APR98( subtask of A31)

Tasking: Interview enlisted members of the Q4 maintenance shop NCIS (b)(6), (b)(7)(C) regarding any knowledge of the "cable car club", or information regarding its existence.

**Summary of results**

NCIS (b)(6), (b)(7)(C) and statements made by NCIS (b)(6), (b)(7)(C) in Address to squadron, reputation of NCIS (b)(6), (b)(7)(C) pertinent info regarding Cable car club.  
Date completed: 02MAY98

• **Task Number A32**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Phonecon with NCIS (b)(6), (b)(7)(C) 14 APR98

Tasking: Research the manner in which Italians prepare Verballi. Ascertain if verballi are sworn to and what the seals and signatures mean.

**Summary of results**

Signed, sworn statement provided by ION NCIS (b)(6), (b)(7)(C) attesting to the fact that Italian Verballi are not sworn to. Also explained are seals and signatures.

Date completed: 28APR98

• **Task Number A33**

Assigned to: \_\_\_\_\_

**Originator:** Phonecon with TC's /25APR98

Tasking: Research the possibilities of obtaining a video tape of the mishap route utilizing an Italian helicopter.

• **Task Number A34**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** Italian Magistrate

Tasking: Determine status of three letters written by magistrate NCIS (b)(6), (b)(7)(C) 1-to 31<sup>st</sup> FW, 2-to Gen NCIS (b)(6), (b)(7)(C) to Capt NCIS (b)(6), (b)(7)(C) in King State, U.S. Embassy. Provide status to NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C) forward to the magistrate. See IA of 24APR98 - Results of contact with NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C)

**Summary of results**

LCOL NCIS (b)(6), (b)(7)(C) USAF, SJA and MAJ NCIS (b)(6), (b)(7)(C) NCIS (b)(6), (b)(7)(C) Capt NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C) who is sending an express mail package to the magistrate that were to be asked of mishap flight crew and enclosures to JAGMAN investigation. Should resolve the magistrate's inquiries.

Date completed: 29APR98

• **Task Number A35**

Assigned NCIS (b)(6), (b)(7)(C)

**Originator:** NCIS (b)(6), (b)(7)(C) 27 APR98

Tasking: Interview any USAF personnel who may have had direct contact with the MISHAP crew in the hour immediately following landing (focus on Security dept personnel).

**Summary of results**

The following personnel were present/involved at/with the recovery of the mishap EA-6B aircraft:

- Fire dept personnel
- Security dept personnel
- Command Post personnel
- EOD personnel
- Transalert (crash recovery) personnel
- wing safety personnel (TS NCIS (b)(6), (b)(7)(C))
- Duty photographer
- The "sweeper" (NCIS (b)(6), (b)(7)(C))
- medical personnel (ambulance, clinic, hospital, etc)
- Interviewed 1st LT NCIS (b)(6), (b)(7)(C) USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B NCIS (b)(6), (b)(7)(C) reviewed earlier statements by NCIS (b)(6), (b)(7)(C) added nothing of significance

- Interviewed SSGT [redacted] NCIS (b)(6), (b)(7)(C) Both were present at the recovery of the mishap EA-6b aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed AMN [redacted] NCIS (b)(6), (b)(7)(C) USAF, member of the Aviano Base security force. NCIS (b)(6), (b)(7)(C) involved in providing security to the mishap aircraft while it was in hangar #2.

- Interviewed 1st Lt [redacted] NCIS (b)(6), (b)(7)(C) USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6b aircraft. [redacted] NCIS (b)(6), (b)(7)(C) confirmed earlier statements. [redacted] NCIS (b)(6), (b)(7)(C) added nothing of significance.

- Interviewed [redacted] NCIS (b)(6), (b)(7)(C) Both were present at the recovery of the mishap EA-6b aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed AMN [redacted] NCIS (b)(6), (b)(7)(C) USAF, member of the Aviano Base security force. NCIS (b)(6), (b)(7)(C) involved in providing security to the mishap aircraft while it was in hangar #2.

- interviewed TSGT [redacted] NCIS (b)(6), (b)(7)(C) USAF, security force. [redacted] NCIS (b)(6), (b)(7)(C) added to the incident and was on scene when the mishap aircraft was recovered. [redacted] NCIS (b)(6), (b)(7)(C) interact with the mishap crew.

- interviewed 1st Lt [redacted] NCIS (b)(6), (b)(7)(C) USAF provided security to the mishap aircraft on the morning of 04FEB98. [redacted] NCIS (b)(6), (b)(7)(C) added some amplifying information on the security provided the mishap aircraft at hangar #2.

- interviewed SR [redacted] NCIS (b)(6), (b)(7)(C) USAF provided security to the mishap aircraft on the afternoon of 04FEB98. [redacted] NCIS (b)(6), (b)(7)(C) provided info about U.S. and Italian personnel inventorying the contents of the mishap aircrew's cockpit on 04FEB98.

- interviewed SR [redacted] NCIS (b)(6), (b)(7)(C) USAF provided security to the mishap aircraft at hangar #2 on the morning of 04FEB98.

- interviewed AMN [redacted] NCIS (b)(6), (b)(7)(C) USAF provided security to the mishap aircraft late on the 03FEB98 and into the morning of 04FEB98. [redacted] NCIS (b)(6), (b)(7)(C) provided amplifying info on the security of the mishap aircraft at hangar #2.

- interviewed SSGT [redacted] NCIS (b)(6), (b)(7)(C) USAF provided physical security to the mishap aircraft after it landed on 03FEB98. [redacted] NCIS (b)(6), (b)(7)(C) provided amplifying details on the security provided the mishap aircraft.

- interviewed [redacted] NCIS (b)(6), (b)(7)(C) USAF, 31st Fighter Wing Logistics group command. [redacted] NCIS (b)(6), (b)(7)(C) identified as being present at hangar #2 when the mishap aircraft was transferred. [redacted] NCIS (b)(6), (b)(7)(C) present and hangar #2 and saw the mishap aircraft being towed and secured. [redacted] NCIS (b)(6), (b)(7)(C) did not speak to mishap crew or USMC personnel and had nothing further to add.

- interviewed [redacted] NCIS (b)(6), (b)(7)(C) USAF, 31st operational support group, deputy command. [redacted] NCIS (b)(6), (b)(7)(C) identified as being present at the recovery of the mishap aircraft on 03FEB98. [redacted] NCIS (b)(6), (b)(7)(C) that he was TDY from 01-07FEB98 and not present at the recovery.

- Interviewed TSG [redacted] NCIS (b)(6), (b)(7)(C) USAF, Aviano security force. [redacted] NCIS (b)(6), (b)(7)(C) on duty in the central security control (CSC) on the afternoon of 03FEB98. [redacted] NCIS (b)(6), (b)(7)(C) confirmed info given in previous screening interviews of Aviano security force personnel.

- Interviewed MSG [redacted] NCIS (b)(6), (b)(7)(C) USAF, Aviano security force. [redacted] NCIS (b)(6), (b)(7)(C) confirmed info about the 04FEB98 security of the mishap aircraft given in previous screening interviews of Aviano security force personnel.

- On 04MAY98, MSG [redacted] NCIS (b)(6), (b)(7)(C) provided copies of all pertinent Aviano security force desk blotters and duty rosters concerning security force operations in support of the mishap aircraft. [redacted] NCIS (b)(6), (b)(7)(C) provided copies of all visitor registration log sheets (form 1109) that base security force personnel compiled while providing security to the mishap aircraft.

- On 06MAY98, MSGT [redacted] NCIS (b)(6), (b)(7)(C) USAF, from the Aviano Control Post was interviewed. [redacted] NCIS (b)(6), (b)(7)(C) provided copies of the control post logs for 03FEB98. The control post monitors many base frequencies and communication lines. The CP saved the tape for 03FEB98 for over 2 months expecting the Board to request it. When nobody asked for it, it was re-used. No significant leads were developed from the interview or log entries. [redacted] NCIS (b)(6), (b)(7)(C) stated that the CP was not a big player in this emergency because it was a USMC asset.

Date completed: 06MAY98

• Task Number A35a

Assigned to [redacted]

Originator: [redacted] NCIS (b)(6), (b)(7)(C) [redacted] NCIS (b)(6), (b)(7)(C) APR98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF fire dept personnel** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

IA written with statements as enclosures. SSGT (b)(6), (b)(7)(C) statement that crew repeatedly tried to get into cockpit after landing "for the map". Never did. Yet (I) saw pilot with the "Map" later on. Aircraft commander had been "pushy" about it. No one accessed cockpit while on runway. USMC maintenance people only did so after it was moved. Said they thought they hit a tower when asked. Crew spoke with

NCIS (b)(6), (b)(7)(C)

Additional screening found no additional details.

Date completed: 05MAY98

• **Task Number A35b**

Assigned to

NCIS (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) 27 APR 98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF EOD personnel** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

Interviews conducted of EOD personnel. No contact with crew or observed crew go to cockpit. SSGT Moss advised that he was told by EOD colleagues (he provided names) following the mishap, that they had recently skied at the Cermis ski resort.

Date completed: 04MAY98

• **Task Number A35c**

Assigned to

NCIS (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) 27 APR 98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF medical personnel** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

-VMAQ-4 flight surgeon, Lt. (b)(6), (b)(7)(C) stated that VMAQ-2 ambulance was first and only ambulance on the scene. None of the personnel from the ambulance crew are available in aviano. All other medical personnel see tasking.

-STATEMENT taken from SRA (b)(6), (b)(7)(C) Lab tech, 31<sup>st</sup> medical group, Aviano, Italy (b)(6), (b)(7)(C) that he hoped it wasn't a Gondola they had hit.

-Results of Interview of SRA (b)(6), (b)(7)(C) lab tech, on duty with Dent on 03Feb98. Only heard (b)(6), (b)(7)(C) that they had hit something, but did not know what.

-Results of Interview USAF Major (b)(6), (b)(7)(C) Chief of Mental Health clinic. Was among the first to interview the crew after they has spoken to Lt. (b)(6), (b)(7)(C) states they did not know what they had hit. Were visibly upset when informed (b)(6), (b)(7)(C) there had been casualties and children involved. She does not feel that they had put together a story.

Date completed: 07MAY98

• **Task Number A35d**

Assigned to

NCIS (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) 27 APR 98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF Transalert (crash recovery) personnel** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

Screening interviews were conducted: No pertinent info (IA written). SRA (b)(6), (b)(7)(C) and SRA (b)(6), (b)(7)(C) are TDY at Zaragosa AFB, Spain till 15MAY.

Date completed: 05MAY98

• **Task Number A35e**

Assigned to: (b)(6), (b)(7)(C)

Originator: (b)(6), (b)(7)(C) 27 APR 98 (subsection of A35)

Tasking: Conduct screening interviews of **USAF wing safety personnel, including TSCIS (b)(6), (b)(7)(C)** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

Interviewed and obtained a statement from TSCIS (b)(6), (b)(7)(C) who stated he had contact with the MISHAP aircrew - the pilot stated to him his aircraft had hit a cable during a low level training mission. TSCIS (b)(6), (b)(7)(C) stated to the best of his knowledge the only personnel that had direct contact with the Mishap crew were the ISIB members (b)(6), (b)(7)(C) and he did not see any member of the Mishap crew attempt to return to the aircraft.

Date completed: 29 APR 98

• **Task Number A35f**

Assigned to: (b)(6), (b)(7)(C)

Originator: (b)(6), (b)(7)(C) 27 APR 98 (subsection of A35)

Tasking: Conduct a screening interview of TSCIS (b)(6), (b)(7)(C) "sweeper", for the Mishap flight, who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if he had contact with the Mishap crew and if he observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

Observed crew exit the aircraft - nothing in hands. Observed USMC personnel access cockpit prior to being moved to Bravo. Crew did not access cockpit.

Date completed: 05 MAY 98

• **Task Number A35g**

Assigned to: (b)(6), (b)(7)(C)

Originator: (b)(6), (b)(7)(C) 27 APR 98 (sub-tasking of A35a)

Tasking: Conduct screening interviews of **USAF fire dept personnel (SRA (b)(6), (b)(7)(C))** who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

29 Apr 98 (b)(6), (b)(7)(C) provided a statement relative to his 03 FEB 98 response to the EA-6B IFE. One of the mishap crew members (b)(6), (b)(7)(C) they hit a "power tower or antennae tower". The aircrewman also attempted to re-enter the cockpit.

Date completed: 29 APR 98

• **Task Number A35h**

Assigned to: (b)(6), (b)(7)(C)

Originator: 30 APR 98 TC email

Tasking: An individual (b)(6), (b)(7)(C) had worked in the 31 CES, Power Production Shop (x7162/8215), related that an Italian in his shop had translated a TV piece, which reported this wasn't the first time the crew had flown under the wire. Attempt to identify and interview this individual

**Summary of results**

Giancarlo (b)(6), (b)(7)(C) located and interviewed. Recalled TV newscast, however, it did not report previous instances of flying under the cable car system. IA written.

Date completed: 05 MAY 98

• **Task Number A35i**

Assigned to: (b)(6), (b)(7)(C)

**Originator:** NCIS (b)(6), (b)(7)(C) 27 APR 98 subtask of A35

**Tasking:** Interview any USAF personnel who may have had direct contact with the MISHAP crew in the hour immediately following landing (focus on Security dept personnel - MSGT (b)(6), (b)(7)(C) USAF).

**Summary of results**

-Interviewed MSGT (b)(6), (b)(7)(C) superintendent of weapons system security at Aviano air base about his knowledge of the base security following the recovery of the mishap EA-6B aircraft. Statement was taken.

Date completed: 05 APR 98

• **Task Number A35j**

**Assigned:** NCIS (b)(6), (b)(7)(C)

**Originator:** NCIS (b)(6), (b)(7)(C) 27 APR 98 subtask of A35

**Tasking:** Interview any USAF personnel who may have had direct contact with the MISHAP crew in the hour immediately following landing (focus on Security dept personnel - CAPT (b)(6), (b)(7)(C) USAF).

**Summary of results**

-interviewed (b)(6), (b)(7)(C) USAF, operations officer for the Aviano Base security force. (b)(6), (b)(7)(C) outlined the security actions taken following the recovery of the mishap aircraft and all of the other actions taken to date. Statement taken.

Date completed: 05 APR 98

• **Task Number A35k**

**Assigned:** NCIS (b)(6), (b)(7)(C)

**Originator:** NCIS (b)(6), (b)(7)(C) 27 APR 98 (subsection of A35 and subtask to A35a)

**Tasking:** Conduct screening interviews of USAF fire dept personnel (TS (b)(6), (b)(7)(C)) who may have had direct contact with the MISHAP crew in the hour immediately following landing. Determine if anyone had contact with the Mishap crew and if anyone observed any of the Mishap crew attempt to return to the aircraft.

**Summary of results**

TS (b)(6), (b)(7)(C) provided statement stating he saw a crew member return to the cockpit while the aircraft was still on Charlie taxiway.

Date completed: 05 MAY 98

• **Task Number A36**

**Assigned:** NCIS (b)(6), (b)(7)(C)

**Originator:** Brant email on 27 APR 98

**Tasking:** Obtain a copy of MRE rule 902(3) regarding foreign public documents

**Summary of results**

902(3) obtained from 31FW SJA. Anthony Datilla, LCOL, 276-46-7305, SJA 31<sup>st</sup> fighter wing and MAJ Traci Guariniella, 378-78-2146, Attorney, 31FW.

• **Task Number A36a**

**Assigned:** NCIS (b)(6), (b)(7)(C)

**Originator:** Brant email on 27 APR 98

**Tasking:** Contact USAF SJA office to determine if USAF JAGC personnel have ever exercised the provision for the embassy or consulate to certify verbal as foreign public documents under rule 902(3).

**Summary of results**

On 29 MAR 98, contact was made with LCOL Detillo USAF, SJA and MAJ Traci Guarinello. Both COL Detillo and Guarinello have never exercised this provision and have no knowledge of this being done.

Date completed: 29 APR 98

• **Task Number A36b**

**Assigned:** NCIS (b)(6), (b)(7)(C)

**Originator:** Brant email on 27 APR 98

Tasking: Request that TSO EU/SWA research TSO cases to determine if Navy JAGC has ever utilized verballi as foreign public documents under rule 902(3).

**Summary of results**

29APR98 - Request faxed to NCIS (b)(6), (b)(7)(C) (TSO, NLSO, Naples, Italy, NCIS (b)(6), (b)(7)(C) spoke telephonically with LCDR NCIS (b)(6), (b)(7)(C) (TSO XO) later in the day NCIS (b)(6), (b)(7)(C) and that they had no experience in such matters and had no knowledge of previous efforts to have Italian documents entered as such.

Date completed: 29APR98

• **Task Number A36c**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: NCIS (b)(6), (b)(7)(C) on 27APR98

Tasking: Contact USSO (U.S. Embassy Rome) to determine if sending state had ever certified verballi as foreign public records under rule 902(3). Determine if a separate inquiry with the U.S. consulate in Florence, Milan or Naples is required.

**Summary of results**

On 30APR98, NCIS (b)(6), (b)(7)(C) with NCIS (b)(6), (b)(7)(C) USSO Rome, Italy and obtained a copy of the memo prepared by NCIS (b)(6), (b)(7)(C) processing MRE 902 (3).

Date completed: 03MAY98

• **Task Number A36d**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: NCIS (b)(6), (b)(7)(C) on 27APR98

Tasking: Trial Counsel needs a certificate of genuiness of signature and initial position for the state prosecutor Francantonio. Review documents 1101-1131 of the JAGMAN and MRE 902(3).

**Summary of results**

On 30APR98, NCIS (b)(6), (b)(7)(C) with NCIS (b)(6), (b)(7)(C) obtained a copy of the certificate of genuiness of signature and official position of magistrate NCIS (b)(6), (b)(7)(C)

Date completed: 01MAY98

• **Task Number A36e**

Assigned to: Cosentino

Originator: TC email on 28APR98

Tasking: Obtain certificate of Genuiness for the authorizations for burial of the victims (similar to task A-36d)

**Summary of results**

On 04MAY98, SA Cosentino met with CAPT Henriksen and obtained a letter of genuiness for the death/burial certificates.

Date completed: 04MAY98

• **Task Number A37**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: TC email on 28APR98

Tasking: A sworn statement is needed concerning the receipt of evidence (LE/241-98). This evidence is the Profile Longitude of the Italian engineers (otained from NCIS (b)(6), (b)(7)(C) Include who the material came from and why it was provided to NCIS.

**Summary of results**

Signed sworn statement provided to NCIS (b)(6), (b)(7)(C) describing how profile longitude of Cavalese cable car was obtained.

Date completed: 01MAY98

• **Task Number A37a**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Review JAGMAN for references to Cermis Cable system.

**Summary of results**

Reviewed JAGMAN investigation, made photocopies of documents related to Cermis Cable system to include English and Italian translation documenting the system and its technical/structural properties.

Also, included photocopies of blueprint of cable car system identifying location of the mishap.

Date completed: 02MAY98

• **Task Number A37b**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Prepare a statement regarding the seizure of pieces of cable from the wing of the Mishap aircraft. Include any information which would support that the cable removed was suspected to be from the Cermis cable.

**Summary of results**

Signed, sworn statement provided to NCIS (b)(6), (b)(7)(C) describing how pieces of cable car wire were obtained.

Date completed: 01MAY98

• **Task Number A37c**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Prepare a statement regarding the seizure of pieces of cable from the wing of the Mishap aircraft. Include any information which would support that the cable removed was suspected to be from the Cermis cable.

**Summary of results**

Statement provided on 01MAY98

Date completed: 01MAY98

• **Task Number A37d**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Prepare a statement regarding the acquisition of death scene photographs, videotape and death certificates from Carabinieri authorities.

**Summary of results**

Sworn statement provided by Lomonico.

Date completed: 02MAY98/04MAY98

• **Task Number A37e**

Assigned NCIS (b)(6), (b)(7)(C)

Originator: TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Contact 31FW SJA's office in an effort to obtain statements supporting: A) the ALPE Cermis cable system was owned by the ALPE Cermis cable car company; B) that on 03FEB98, it sustained damage when its load bearing cables were struck; C) the amount of damage to the system is in excess of \$100.00; D) 20 human beings died as a result of the fall of the cable car after its cable was struck and that the people listed in the certificate for authorization for burial are the same people who died on 03FEB98 at the site.

**Summary of results**

Enclosures from JAGMAN investigation provided to NCIS (b)(6), (b)(7)(C) who wrote a statement re: same.

Cables were struck and sustained damage and the amount of damage is handled by lead tasking to SA

NCIS (b)(6), (b)(7)(C) Rome, Italy - MAJ NCIS (b)(6), (b)(7)(C) Twenty human beings

died - IO NCIS (b)(6), (b)(7)(C) provided statement to NCIS (b)(6), (b)(7)(C) regarding his receipt of the death certificates.

Date completed: 05MAY98

• **Task Number A37F**

Assigned to: (b)(6), (b)(7)(C)

Originator: TC/CALE/23B email of 31APR-01May98

Tasking: Defense will not stipulate anything. Provide a statement regarding information presented to the JAGMAN board concerning the Cermis cable system.

**Summary of results**

NCIS (b)(6), (b)(7)(C) He testifying at article 32 as to the information presented to the JAGMAN. Statement is no longer needed.

Date completed: 06MAY98

• **Task Number A38**

Assigned to:

Originator: NCIS (b)(6), (b)(7)(C)

Tasking: Coordinate with DOJ/U.S. Embassy Rome, Italy to facilitate delivery and processing of International Rogatory to the Italian ministry of Grace and Justice.

• **Task Number A39**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: TC/CALE/23B email of 31APR-01May98

Tasking: Witnesses who were part of the Q-2 launch crew recall a last minute delay as Easy-01 was preparing to launch. A witness specifically recalled they were waiting for a tape to be delivered to the aircrew. Nobody can remember who delivered it to the crew, but recall a vehicle driving out near where the aircraft was and someone approaching the EA-6B. It was in a small white plastic bag (similar to a BX bag). Check AAFEES BX and the area F and area 1 mini-marts and attempt to review register tapes or records regarding any video tape purchases made on 0-2 or 03FEB98. Also, determine if there were/are any video tapes of any potential transactions

• **Task Number A40**

Assigned to: NCIS (b)(6), (b)(7)(C)

Originator: TC/CALE phonecon 06MAY98

Tasking: Contact VMAQ-4 (ops) concerning (b)(6), (b)(7)(C) obtain a list of low-level flights for Q-4'S 1<sup>ST</sup> deployment from AUG96 - FEB97. (b)(6), (b)(7)(C) any of these? If so - date, route, altitude, crew, all details of all flights (b)(6), (b)(7)(C) have flown some of the (b)(6), (b)(7)(C) involved at the start of the last deployment. Check all (b)(6), (b)(7)(C) NAVFLIR's and explain each code on his NAVFLIR's.

**Summary of results**

Q-4 flew only six low-levels during 1<sup>st</sup> deployment (b)(6), (b)(7)(C) Only one, 16JAN97 as a backseater (AV047 route (b)(6), (b)(7)(C) NAVFLIR's were taken by the "1<sup>st</sup> investigators". Not been returned.

Date completed: 06MAY98

• **Task Number A41**

Assigned to:

Originator: NCIS (b)(6), (b)(7)(C)

Tasking: A tentative date of 19JUN has been set for the pickup of the Prowler. Need to call COL (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) that date changes because of the rogatory process. He can be reached at DSN 430-7354 or Commercial 00-49-711-680-7354.

• **Task Number A42**

Assigned to:

Originator: NCIS (b)(6), (b)(7)(C)

Tasking: (b)(6), (b)(7)(C) the magistrate on 07MAY98 and ask his permission for the marines to survey the Prowler. Will not touch the aircraft only view. (b)(6), (b)(7)(C) (b)(6), (b)(7)(C) are making the call.

**Summary of results**

Magistrate contacted and agreed to it, however, he needs a letter addressed to him, can be written in English stating in the letter specifically what they want to do. Letter can come from (b)(6), (b)(7)(C)

Date completed: partial completed 07MAY98

- **Task Number A43**

**Assigned to:** \_\_\_\_\_

**Originator:** TC email 12MAY98

Tasking: Interview MR NCIS (b)(6), (b)(7)(C) who is the court expert on the cable car system. He is an engineer who can swear to the heights of the cables, the car and the strike point. As well as the location of the strike point to the car - distance wise. He can also tell us the altitude of the plane at the strike point and the direction of travel south to north type thing. He should also be able to estimate the damage in cost. Interview him in depth and inform him that the TC will most likely need him to testify in the U.S. for any trials. We will pay his travel, hotel and meals.

- **Task Number A44**

**Assigned to:** \_\_\_\_\_

**Originator:** TC email 12MAY98

Tasking: NCIS seized a sampling of the plane parts that were located at the death scene. We need those shipped back to CLNC so we can have MY NCIS (b)(6), (b)(7)(C) re them to what is on a EA-6B. We need a chain of custody on the items - who was the person that originally seized them and how they got into our hands. We will need to know this for trial.

- **Task Number A45**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** TC email NCIS (b)(6), (b)(7)(C) 18MAY98

Tasking: Coordinate with the magistrate and determine if NCIS can place evidence tape over the cockpit of the prowler to seal it for evidentiary purposes. Also determine how the magistrate seized (also chain of custody) the video camera and tape from the cockpit of the prowler. Coordinate with magistrate for any future developments/taskings for seizure of evidence from the prowler.

**Summary of results**

-contacted Magistrate on 18MAY98.

-Magistrate does not see reason for evidence tape, he has Carabinieri guarding the plane. Additionally, he may need to get back into the plane, so the tape would not make sense.

-The Magistrate had the Carabinieri seize the video camera which is now located in his evidence safe.

Once he receives the rogatory, he will provided how the camera was handled and its chain of custody.

-Magistrate has no problem coordinating with NCIS in the future. He will contact NCIS personally next time he or Italian authorities need to do something with the plane or investigation. He thought when he contacted USAF officials for getting into the plane that they would have notified NCIS.

Date completed: 18MAY98

- **Task Number A46**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** \_\_\_\_\_

Tasking: Interview NCIS (b)(6), (b)(7)(C) MAJ, USAF, regarding evidence chain of custody for items inside the EA6B mishap aircraft.

**Summary of results**

On 05MAY98 NCIS (b)(6), (b)(7)(C) interviewed and provided a statement relating the details concerning the items taken from the EA6B mishap aircraft by Carabinieri personnel on 04FEB98.

Date completed: 07MAY98

- **Task Number A47**

**Assigned to:** NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel - CALE

Tasking: Interview NCIS (b)(6), (b)(7)(C) CPL, USMC, currently assigned to Incirlik, Turkey, regarding his retrieval of a bag from the Ready Room, USMC, Aviano air base, Aviano, It, which was subsequently provided to NCIS (b)(6), (b)(7)(C).

### Summary of results

On 12JUN98, LNCIS (b)(6), (b)(7)(C) interviewed in Incirlik, Turkey and indicated he was asked by Capt NCIS (b)(6), (b)(7)(C) to go back to the Ready Room for the purpose of picking something up. NCIS (b)(6), (b)(7)(C) he believed he went back on 03FEB98 to retrieve a white in color bag containing 8mm videotapes.

Date completed: 12JUN98

#### • Task Number A48

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel - CALE

Tasking: Obtain written/verbal authorization from the Italian magistrate or judicial authorities for the seizure of evidence, interviews of Italian witnesses, records and documents, and the authority to conduct investigative steps as deemed necessary.

#### Summary of results

Letters of authorizations were obtained from Italian authorities for the following:

- (a) authority to conduct any activity necessary to conduct the investigation for the cable-car disaster
- (b) authority to retrieve evidence (canon video camera, Sony video 8 cassette, canon sure shot 105, etc.)
- (c) authority to retrieve evidence(CD ROM containing legal-medical expert advice)
- (d) authority to retrieve evidence(audio tapes, mission decoder tape)
- (e) authority to retrieve evidence(exhibits belonging to victims)
- (f) authority to retrieve evidence(cablecar wreckage, pieces of cable)

Date completed: 02JUN98

#### • Task Number A49

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel - CALE

Tasking: Obtain from Italian authorities, evidence or material seized by Italian authorities.

#### Summary of results

Letters of the transfer of evidence from Italian authorities to representatives of NCIS for the following:

- (a) transfer of CD ROM containing legal-medical expert advice
- (b) transfer of (canon video camera, Sony video 8 cassette, sure shot 105, etc.)
- (c) transfer of audio tapes, mission decoder "secret"
- (d) transfer/release of witnesses

Date completed: 02JUN98

#### • Task Number A50

Assigned to: NCIS (b)(6), (b)(7)(C)

**Originator:** Trial Counsel - CALE

Tasking: Obtain Italian police (Carabinieri) reports for handling of evidence and inspection and control of the MISHAP aircraft.

#### Summary of results

Carabinieri reports were obtained for the following:

- (a) Record of inspection of seized EA-6B Prowler
- (b) Record of inspection at Hangar #2
- (c) Record of delivery and custody of seized RS-typed removable instruments
- (d) Record of Seizure of documents retrieved from the EA-6B Prowler
- (e) Record of Seizure for aircraft EA-6B Prowler

Date completed: 02JUN98

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP  
JUDICIAL PROCESS  
CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: Photographic Log, Incident Aircraft

On 01JUN98, reporting agent and participating agents conducted an examination of the mishap incident aircraft, regarding captioned investigation. This aircraft, a USMC EA6B "Prowler," was examined at the Hardened Aircraft Shelter (HAS) #T-29, Aviano Air Base, Italy. The results of this examination are documented in a separate investigative action (IA) report.

During the course of this examination, photographic documentation was made. Photographic coverage included the aircraft, interior and exterior, and all items recovered from the aircraft and from a secured wooden crate which was also secured in HAS T-29 at the onset of the examination.

Senior Airman [REDACTED] NCIS (b)(6), (b)(7)(C) USAF (SSN: [REDACTED] NCIS (b)(6), (b)(7)(C) DSN telephone number [REDACTED] NCIS (b)(6), (b)(7)(C), Base Photographer, Aviano Air Base, assisted in this process and duplicated the photographic efforts of PA [REDACTED] NCIS (b)(6), (b)(7)(C) utilized a Nikon F-4 camera and Kodak Gold film, 200 speed, 36 exposure rolls. [REDACTED] NCIS (b)(6), (b)(7)(C) specialized equipment included a 60MM lens, a 24MM lens, and a ring flash (RF). [REDACTED] NCIS (b)(6), (b)(7)(C) utilized a digital camera with a 28 MM lens at the HAS, and an Olympus 35MM "point and shoot" camera when photographing the evidence and related items. All photographs shot were developed. Those not included in this report will be maintained in the NCIS case file. None of the photographs taken with the digital camera are documented in this report, and that disk will likewise be maintained in the NCIS case file.

Subsequent to an initial visual inspection of the exterior of the aircraft, RA produced a videotape of the aircraft. That videotape was subsequently entered into the NCIS evidence custody system along with numerous items as documented in the IA entitled "Examination of the EA6B Prowler," photographs of which are included in this report. For investigative references, copies of this original videotape were made.

The examination disclosed eight areas of damage (AOD), as detailed in the corresponding IA. For descriptive purposes of this report, those AOD's are as follows:

- AOD1: Starboard wing, exterior "slice" on front of wing.
- AOD2: Starboard wing, interior "slice" on front of wing.
- AOD3: Starboard jamming pod, "slicing" of lower half.
- AOD4: Broken propeller blade on front of pod (AOD3).
- AOD5: Topical scraping on upper half (exterior topside) of AOD3's pod.
- AOD6: Two "nicks" on front of starboard stabilizer.
- AOD7: Damage to front side of football.
- AOD8: Hole in port side of aft of football.

EXHIBIT (194)

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

During the examination, all loose items, to include those seized for evidentiary purposes, were matched with a corresponding letter identifier and photographed along with the respective letter code, beginning with photograph number 68, below. Thus, all photographs of these items identified below include a manila or white card with the matching letter on it. It is noted that the letter card is not part of the evidence seized, rather only included with the respective evidence for identification purposes. Not all items were seized for evidentiary value. Those items which were seized are noted in the log below by an asterisk next to the photographed letter identifier. It is further noted that enclosure (14) contains the negatives of all 400 speed film photographed by Special Agent NCIS (b)(6), (b)(7)(C)

Each photograph is numbered on the reverse with the number assigned it as referenced in the log below. This log includes: the sequential number of the photograph provided for this report; the identity of the photographer by initials (MF or CL); the camera used (A=Nikon 35MM F-4, B=Digital Camera, C=Olympus 35MM Point and Shoot); special equipment used (60MM lens=60, 28MM lens=28, 24MM lens=24, ring flash=RF); an asterisk, if the item was seized as evidence; and a description of the photograph.

SEQ#/PHOTOGRAPHER/CAMERA/SPEC EQUIP/  
DESCRIPTION:

Part one: general overview photographs

- 1/Mitch FUQUA/A/28  
Outside sign mounted to HAS T-29
- 2/MF/A/28  
Frontal view of aircraft (A/C) in HAS
- 3/MF/A/28  
Port side view of A/C from front
- 4/MF/A/28 RF  
From starboard side front of A/C, of both open canopies
- 5/MF/A/28 RF  
From port side of pilot's instrumentation panel
- 6/MF/A/28 RF  
Close up view of #6
- 7/MF/A/24  
From port side of aft cockpit's instrumentation panels
- 8/MF/A/24  
From port side of aft cockpit's seats and beyond
- 9/MF/A/60  
Close up view of pilot's instrumentation panel, including RADALT
- 10/MF/A/24 RF  
ECMO 3 instrumentation panel, from port side
- 11/MF/A/60 RF  
Aft cockpit seats, from port side
- 12/MF/A/60 RF  
Close up of black bag on ECMO 2 seat

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

- 13/MF/A/60 RF  
Close up of empty load tape deck, aft cockpit, center console
- 14/MF/A/60 RF  
Center area of forward cockpit instrumentation panel from port side
- 15/MF/A/60 RF  
ECMO 1 area to include hood in front of seat, with gloves
- 16/MF/A/60 RF  
Close up of pilot's panel, depicting "LOCAL PRESET" roster
- 17/MF/A/28  
Starboard view of A/C from front
- 18/ [REDACTED] (CL)/C/60  
Starboard view of A/C from front, depicting angle of damage to AOD2 and AOD3
- 19/MF/A/28 RF  
Starboard wing from fuselage, top view
- 20/MF/A/28 RF  
Starboard wing, view from top, angled inward to fuselage
- 21/MF/A/28 RF  
Starboard wing, frontal view, depicting AOD1 and AOD2
- 22/MF/A/28  
Aft end of A/C, port side, including AOD7 and AOD8
- 23/MF/A/28 RF  
Close up of lose machine screw on starboard stabilizer

Part two, AOD1 photographs

- 24/CL/C/28  
AOD1, frontal horizontal view
- 25/MF/A/28  
AOD1, top view looking down
- 26/CL/C/60  
AOD1, close up top view, looking down
- 27/CL/C/60  
AOD1, close up top view, looking down
- 28/CL/C/60  
AOD1, top view, front area
- 29/CL/C/60  
AOD1, close up of torn flap on top of wing, vertical
- 30/CL/C/28  
AOD1, upward view from frontal underside
- 31/CL/C/28  
AOD1, underside view looking up, forward area
- 32/CL/C/28  
Enlarged view of #31
- 33/CL/C/28  
AOD1, underside view looking up, aft area  
-It is noted that loose strands of wire are visible, not attached to the aircraft
- 34/CL/C/28  
AOD1, underside view looking up, far aft area of damage  
-It is noted that loose strands of wire are visible, not attached to the aircraft

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

Part three, AOD2 photographs

- 35/CL/C/28  
AOD2, frontal horizontal view
- 36/MF/A/28 RF  
AOD2, upward view from frontal underside
- 37/CL/C/60  
AOD2, top view
- 38/CL/C/24  
AOD2, close up view of damage from top
- 39/CL/C/60  
AOD2, close up of torn flap on top of wing, vertical

Part four, AOD3 photographs

- 40/MF/A/28  
AOD3, exterior profile, slightly angled from forward position
- 41/CL/C/28  
AOD3, exterior profile
- 42/CL/C/60  
AOD3, close up of #41, forward area
- 43/CL/C/60  
AOD3, close up of #41, central area
- 44/CL/C/6028  
AOD3, close up of #41, aft area
- 45/MF/A/28 RF  
AOD3, internal side, angled from frontal view
- 46/MF/A/28 RF  
AOD3, internal side, angled from aft position
- 47/CL/C/60  
AOD3, close up view of #45
- 48/CL/C/60  
AOD3, close up view of #47, forward area
- 49/CL/C/24  
AOD3, close up view of #47, central area
- 50/CL/C/24  
AOD3, close up view of #47, aft area
- 51/CL/C/60  
AOD3, close up view of #47, above area in #48

Part five, AOD4 photograph

- 52/CL/C/28  
AOD4, tip of pod propeller blade (broken/bent)

Part six, AOD5 photograph

- 53/CL/C/28  
AOD5, on top of starboard side exterior pod

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

Part seven, AOD6 photographs

- 54/MF/A/28 RF  
AOD6, on top of stabilizer looking down at front of stabilizer
- 55/MF/A/24  
AOD6, same as #54, with measurements
- 56/MF/A/28 RF  
AOD6, close up, from front

Part eight, AOD7 photographs

- 57/MF/A/28  
AOD7, starboard side profile view
- 58/MF/A/28 RF  
AOD7, close up of #57
- 59/MF/A/28 RF  
AOD7, close up of #57, aft end of damage
- 60/MF/A/60 RF  
AOD7, close up of #57, central area of damage (vertical photo)
- 61/MF/A/60 RF  
AOD7, close up of inner mechanism, from starboard frontal angle
- 62/MF/A/28 RF  
AOD7, frontal view
- 63/MF/A/60 RF  
AOD7, close up of #62
- 64/MF/A/28 RF  
AOD7, port side profile view, forward area of damage
- 65/MF/A/28 RF  
AOD7, port side profile view, aft end of damage

Part nine, AOD8 photographs

- 66/MF/A/28 RF  
AOD8, inclusive profile view from port side
- 67/MF/A/60 RF  
AOD8, close up of #66

Part ten, photographs of loose items, alphabetized

- 68/CL/C/60  
Item identified as A\*
- 69/CL/C/60  
Item identified as B\*
- 70/CL/C/60  
Item identified as B\*, additional contents
- 71/CL/C/60  
Item identified as C\*
- 72/CL/C/60  
Item identified as D\*
- 73/CL/C/60  
Item identified as E\*
- 74/CL/C/60  
Item identified as F\*
- 75/CL/C/60  
Item identified as F\*, additional contents

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

76/CL/C/60  
Item identified as G\*

77/CL/C/60  
Item identified as H\*, 1/3

78/CL/C/60  
Item identified as H\*, 2/3

79/CL/C/60  
Item identified as H\*, 3/3

80/CL/C/60  
Item identified as I\*

81/CL/C/60  
Item identified as J\*

82/CL/C/60  
Item identified as K\*

83/MF/A/60 RF  
Item identified as L\*

84/CL/C/60  
Item identified as M\*

85/CL/C/60  
Item identified as N\*

86/CL/C/24  
View of wooden crate, lid off, undisturbed contents

87/CL/C/60  
Item identified as O

88/CL/C/60  
Item identified as P

89/CL/C/60  
Item identified as Q

90/CL/C/60  
Item identified as R

91/CL/C/60  
Item identified as S

92/CL/C/60  
Item identified as T

93/CL/C/60  
Item identified as U

94/CL/C/60  
Item identified as V

95/CL/C/60  
Item identified as W

96/CL/C/60  
Item identified as X

97/CL/C/60  
Item identified as Y

98/CL/C/60  
Item identified as Z

99/CL/C/60  
Item identified as AA

100/CL/C/60  
Item identified as BB

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

101/CL/C/60  
Item identified as CC

102/CL/C/60  
Item identified as DD

103/CL/C/60  
Item identified as EE

104/CL/C/60  
Item identified as FF\* (Evidence item O)

105/CL/C/60  
Item identified as GG

106/CL/C/60  
Item identified as HH

107/CL/C/60  
Item identified as II

108/CL/C/60  
Item identified as JJ

109/CL/C/60  
Item identified as KK

110/CL/C/60  
Item identified as LL

111/CL/C/60  
Item identified as MM

112/CL/C/60  
Item identified as NN\* (Evidence item P)

113/CL/C/60  
Item identified as OO

114/CL/C/60  
Item identified as PP

115/CL/C/60  
Item identified as QQ

116/MF/A/C/60 RF  
Item identified as RR\* (Evidence item Q)

117/CL/C/60  
Item identified as SS

118/CL/C/60  
Item identified as TT\* (Evidence item R)

119/CL/C/60  
Item identified as UU

120/CL/C/60  
Item identified as VV\* (Evidence item S)

121/CL/C/60  
Item identified as WW

122/CL/C/60  
Item identified as XX\* (Evidence item T)

123/CL/C/60  
Item identified as YY\* (Evidence item U)

124/CL/C/60  
Item identified as ZZ\* (Evidence item V)

125/CL/C/60  
Item identified as AAA\* (Evidence item W)

WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

126/CL/C/60  
Item identified as BBB\* (Evidence item X)

127/CL/C/60  
Item identified as CCC

128/CL/C/60  
Item identified as DDD

129/MF/A/60 RF  
Item identified as EEE

130/MF/A/60 RF  
Item identified as FFF

131/MF/A/60 RF  
Item identified as GGG

132/MF/A/60 RF  
Item identified as HHH

133/CL/C/60  
Item identified as III

134/CL/C/60  
Item identified as JJJ

135/CL/C/60  
Item identified as KKK

136/CL/C/60  
Item identified as LLL

137/CL/C/60  
Item identified as MMM

138/CL/C/60  
Item identified as NNN

139/CL/C/60  
Item identified as OOO

140/CL/C/60  
Item identified as PPP

141/CL/C/60  
Item identified as QQQ\* (Evidence item Y)

142/CL/C/60  
Item identified as RRR

143/CL/C/60  
Item identified as SSS

144/CL/C/60  
Item identified as TTT

145/CL/C/60  
Item identified as UUU

146/CL/C/60  
Item identified as VVV

147/CL/C/60  
Item identified as WWW

148/CL/C/60  
Item identified as XXX\* (Evidence item Z)

149/CL/C/60  
Item identified as YYY\* (Evidence item AA)

**WARNING**

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.

U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

ENCLOSURES

- (1) Envelope containing photos numbered 1-23, supra/Undated
- (2) Envelope containing photos numbered 24-34, supra/Undated
- (3) Envelope containing photos numbered 35-39, supra/Undated
- (4) Envelope containing photos numbered 40-51, supra/Undated
- (5) Envelope containing photo number 52, supra/Undated
- (6) Envelope containing photo number 53, supra/Undated
- (7) Envelope containing photos numbered 54-56, supra/Undated
- (8) Envelope containing photos numbered 57-65, supra/Undated
- (9) Envelope containing photos numbered 66 & 67, supra/Undated
- (10) Envelope containing photos numbered 68-82, supra/Undated
- (11) Envelope containing photos numbered 83-106, supra/Undated
- (12) Envelope containing photos numbered 107-128, supra/Undated
- (13) Envelope containing photos numbered 129-149, supra/Undated
- (14) Envelope containing five rolls of negatives/Undated (ORIG)

PARTICIPATING AGENTS

NCIS (b)(6), (b)(7)(C)

SPECIAL AGENT, NCISFO EUROPE  
INTELLIGENCE OPERATIONS SPECIALIST, NCISFO EUROPE

REPORTING AGENT: NCIS (b)(6), (b)(7)(C)  
OFFICE: NCISRA London, UK

~~FOR OFFICIAL USE ONLY~~

WARNING

THIS DOCUMENT IS THE PROPERTY OF THE NAVAL CRIMINAL INVESTIGATIVE SERVICE  
CONTENTS MAY BE DISCLOSED ONLY TO PERSONS WHOSE OFFICIAL DUTIES REQUIRE ACCESS HERETO.  
CONTENTS MAY NOT BE DISCLOSED TO THE PARTY(S) CONCERNED WITHOUT SPECIFIC AUTHORIZATION  
FROM THE NAVAL CRIMINAL INVESTIGATIVE SERVICE.