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:

<table>
<thead>
<tr>
<th>TTI for 360 KIAS:</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-1° FPA</td>
<td>-2° FPA</td>
<td>-3° FPA</td>
<td>-4° FPA</td>
</tr>
<tr>
<td>250 AGL</td>
<td>24 sec.</td>
<td>12 sec.</td>
<td>8 sec.</td>
<td>6 sec.</td>
</tr>
<tr>
<td>500 AGL</td>
<td>48 sec.</td>
<td>24 sec.</td>
<td>16 sec.</td>
<td>12 sec.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TTI for 420 KIAS:</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-1° FPA</td>
<td>-2° FPA</td>
<td>-3° FPA</td>
<td>-4° FPA</td>
</tr>
<tr>
<td>250 AGL</td>
<td>20 sec.</td>
<td>10 sec.</td>
<td>7 sec.</td>
<td>5 sec.</td>
</tr>
<tr>
<td>500 AGL</td>
<td>40 sec.</td>
<td>20 sec.</td>
<td>14 sec.</td>
<td>10 sec.</td>
</tr>
</tbody>
</table>

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:

\[ D (AGL) = \frac{1}{2}at^2 \]

\[ D = \text{Distance} \]
\[ a = \text{acceleration} \]
\[ t = \text{time} \]

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]

<table>
<thead>
<tr>
<th></th>
<th>0g Bunt</th>
<th>1g/-2° FPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANY KIAS</td>
<td></td>
<td>360 KIAS</td>
</tr>
<tr>
<td>250 AGL</td>
<td>3.9 sec.</td>
<td>12 sec.</td>
</tr>
<tr>
<td>500 AGL</td>
<td>5.6 sec.</td>
<td>24 sec.</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th></th>
<th>60-70°AOB</th>
<th>71-81°AOB</th>
<th>75-85°AOB</th>
</tr>
</thead>
<tbody>
<tr>
<td>250 AGL</td>
<td>7.0 sec.</td>
<td>5.4 sec.</td>
<td>4.8 sec.</td>
</tr>
<tr>
<td>500 AGL</td>
<td>9.9 sec.</td>
<td>6.1 sec.</td>
<td>5.8 sec.</td>
</tr>
</tbody>
</table>
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]

   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.
   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 ±300 feet, and your heading at least ±10° 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]

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
GUIDE LOW LEVEL NAVIGATION/AEROBATICS (PF-10) 7.12

To introduce low level flight and practice FAM stage maneuvers and landings. This flight is designed as a 3.0 "G" event.

CREW SP, IE; CAT IV SP/IP
EQUIPMENT Single EA-6B
A/C CONFIG DPD PD
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

   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.


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. ±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. ±10 KIAS, +50/-0 feet in pattern. ±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/D 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]

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

<table>
<thead>
<tr>
<th>EVENT BRIEF</th>
<th>AA</th>
<th>A</th>
<th>BA</th>
<th>U</th>
<th>COM</th>
<th>INC</th>
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</thead>
<tbody>
<tr>
<td>A. PREFLIGHT PLANNING</td>
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## 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 |   |
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| 2. APPROACHES TO STALL CLEAN & DIRTY |   |
| 3. AEROBATICS |   |
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| B. WINGOVER |   |
| C. BARREL ROLL |   |
| H. APPROACHES |   |
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| 2. SIMULATED SE |   |
| 3. NO FLAP/NO SLAT |   |
| I. VFR ENTRY |   |
| J. LANDINGS |   |
| K. EMERGENCY PROCEDURES |   |
| L. POSTLANDING PROCEDURES |   |
| M. BASIC AIRWORK |   |

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### N. HEADWORK

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**INSTRUCTOR EVALUATION**

**ATTITUDE TOWARD FLIGHT**

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

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VAQ-129

REV 08-97

EVENT ID PF-10 (7.12)

001749
MISSION
Guide

Low Level Navigation (PF-13)

To practice low level navigation and crew coordination and to introduce low level defensive maneuvering. This flight is designed as a 3.0 "G" event.

**CREW**
- SP, IP/IE

**EQUIPMENT**
- Single EA-6B

**A/C CONFIG**
- DPDPDP

**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 ±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.
MISSION GUIDE

LOW LEVEL NAVIGATION (PF-13)

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

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<td>B. EMERGENCY/NATOPS/SOP/COURSE RULES QUESTIONS</td>
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<td>C. MISSION/LOW LEVEL BRIEF</td>
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## 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 |     |     |     |     |     |     |

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VAQ-129  
REV 08-97  
EVENT ID PF-13 (7.18)
MISSION

To practice low level navigation, defensive maneuvering, and crew coordination. To introduce section low level tactical formations and maneuvers. This flight is designed as a 3.0 "G" event.

CREW EQUIPMENT
SP, IP/IE
Two EA-6Bs. This flight could be scheduled in conjunction with an NF-9 or CAT II NF-6

A/C CONFIG
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 ±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.


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.

   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.

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)**

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VAQ-129
REV 08-97
EVENT ID PF-15 (7.19)
MISSION GUIDE

SECTION LOW LEVEL/TACTICS II (PF-16)

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 EQUIPMENT

SP, IP/IE
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.


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.
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)
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.

   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.

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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**

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**Totals**

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ATTITUDE TOWARD FLIGHT

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VAQ-129
REV 08-97
EVENT ID PF-16 (17.2)
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
FAIROPS

ROUTE
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.


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.


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.
1. The first section will fly normal combat spread and conduct it's 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.

3. Maximum maneuverability against ground and airborne threats.

Disadvantages

1. Increased training time to become proficient and comfortable.
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.
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.
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.

Encl. Sure 3
MISSION
GUIDE

LOW LEVEL NAVIGATION I (NF-8)

8.8

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). This flight is designed as a 3.0 "G" event.

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.
MISSION
GUIDE
LOW LEVEL NAVIGATION I (NF-8)

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.


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.
   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.

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.


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

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**OVER**
### Instructor Evaluation

**Attitude Toward Flight**

**SAT**  **UNSAT**

**Instructor Comments (All AA, BA, and U Item Require Comments)**

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**VAQ-129**  
**REV 08-97**  
**EVENT ID NF-8 (8.8)**
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.


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
1. 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
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.

   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-13510 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.
<table>
<thead>
<tr>
<th>EVENT BRIEF</th>
<th>AA 4.0</th>
<th>A 3.0</th>
<th>BA 2.0</th>
<th>U 1.0</th>
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<td>B. EMERGENCY/NATOPS/SOP/COURSE RULES QUESTIONS</td>
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<td>B. COPILOT RESPONSIBILITIES</td>
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<td>3. TAKEOFF/DEPARTURE PROCEDURES</td>
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<td>5. APPROACH/LANDING PROCEDURES</td>
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### INSTRUCTOR EVALUATION

**ATTITUDE TOWARD FLIGHT**

**SAT**  
**UNSAT**

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

<table>
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<th>EVT TIME</th>
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**VAQ-129**  
**REV 08-97**  
**EVENT ID NF-91 (8.15)**
On 17Nov98, Reporting Agent (RA) and Participating Agent (PA) interviewed Major regarding his relationship with Captain 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 was interviewed at the NCISRA Cherry Point office located aboard MCAS Cherry Point, NC.

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

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

Gaid he has had absolutely no conversations or contact with regarding the specifics of the mishap or even in general terms. Gaid they all knew they should not have been below 1000 feet, and knew they had hit the cable at somewhere around 350 feet. Gaid 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. Gaid everyone in the community is looking for an explanation from the crew members, and they hope they get this from the court proceedings. Gaid 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. Gaid he was not familiar with the specific low level route of the mishap, and said...
he was on the first EA6B squadron ever deployed to Aviano. 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
SSA
DOB:
POB:
RESI:

Participating Agent
SA, NCISFO Carolinas, Camp Lejeune, NC

REPORTED BY:
OFFICE:
DATE TYPED:
NCISFO Carolinas, Camp Lejeune, NC
19NOV98

WARNING
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On 17Nov98 and 20Nov98, Reporting Agent (RA) attempted to locate at his residence reported as 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.
On 17NOV98, Reporting Agent (RA) and Participating Agent (PA) contacted Mr. at Marine Corps Air Station (MCAS) Cherry Point, NC. This 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 the pilot of the mishap aircraft.

Confirmed that he did know and said he knew him basically via sport fishing. Indicated basically all his contact with was during sport fishing excursions from Moorhead City, NC, but he did consider him a friend. Said he got to know via a good friend named . Indicated he was not involved in any communication with while he was deployed. Was shown a copy of an E-mail correspondence from his E-mail address and said this was not him. Explained another civilian employee at MCAS Cherry Point, did not have E-mail, and had written via E-mail account. Indicated he had seen him since he returned after the mishap, but had never said anything about the mishap, and had not asked anything about it.

BIOPGRAPHICAL DATA

EMPLOYMENT: FSCD, MCAS CHERRY POINT, NC

SA
DOB

PARTICIPATING AGENT

SA, NCISFO CAROLINAS, CAMP LEJEUNE, NC

REPORTED BY:

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 hereof. Contents may not be disclosed to the parties concerned without specific authorization from the Naval Criminal Investigative Service.
On 17NOV98, reporting and participating agents interviewed Civilian, regarding his relationship with CAPT 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 from was interviewed at the NCISRA Cherry Point office located aboard MCAS Cherry Point, NC.

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

Was asked if he had any knowledge of any business ventures involved in outside of the U.S. Marine Corps. indicated he had a college friend in California who owned some sort of tee shirt business, but had no knowledge that was in any way a owner or co-owner of any business.

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

was asked to explain the contents of an email he wrote to 12NOV97 (Enclosure (1)). Stated prior to deployment, he and 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. Stated he would take aerial panoramic photographs of the Italian Alps while on deployment and provide the photographs to
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 via mail for him to review. Enclosure (2) is a copy of the original design sent to NCIS (b)(6), (b)(7)(C) on 10OCT97 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 NCIS (b)(6), (b)(7)(C) in 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
SSN: POB: DOB:
RESI:

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

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

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

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

Been worried- Haven't heard from you. Sent return message of last for 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 3-Day. All is "normal" here. Send me any goodies that you want. NCIS (b)(6), (b)(7)(C) getting ready for the the big bake-off. Have you taken any pictures yet for T-shirt? You just be careful. Semper Fi.

NCIS (b)(6), (b)(7)(C)
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 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.
TITLE: 1/MARFOALANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS
CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: RESULTS OF INTERVIEW

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

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. was previously assigned to VMAQ-2, MCAS Cherry Point, NC., and maintained contact with him at that time. Stated he considers 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 while he was in the field in the area of Rangley, ME, at the SERE School. Then made contact with reporting agent telephonically and the interview conducted.

REPORTED BY: OFFICE: DATE TYPED: NCIS RA BRUNSWICK 18NOV98
INVESTIGATIVE ACTION: INTERVIEW OF CAPT NCIS (b)(6), (b)(7)(C) USMC
ON 19NOV98, REPORTING AGENT INTERVIEWED CAPT NCIS (b)(6), (b)(7)(C) AT NCIS, CAMP PENDLETON, CA, REGARDING CAPT NCIS (b)(6), (b)(7)(C) SAID HE FIRST MET扴AE S(9C)WHILE THEY BOTH ATTENDED ARIZONA STATE UNIVERSITY. THEY SAID THEY WERE IN THE SAME FRATERNITY AND THEY LIVED TOGETHER. NCIS (b)(6), (b)(7)(C) SAID HE GRADUATED IN JAN98, WHICH WAS ABOUT A YEAR BEFORE NCIS (b)(6), (b)(7)(C) GRADUATED. HE SAID HE ASSISTED TO GAIN A COMMISSION IN THE USMC.

NCIS (b)(6), (b)(7)(C) SAID THAT SINCE GRADUATION, HE HAS E-MAILED OR BEEN E-MAILED BY NCIS (b)(6), (b)(7)(C) ABOUT ONE TO TWO TIMES PER YEAR. HE SAID HE SENT E-MAILS TO NCIS (b)(6), (b)(7)(C) HIS WORK COMPUTER. NCIS (b)(6), (b)(7)(C) 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 NCIS (b)(6), (b)(7)(C). HE HAD ONE E-MAIL SAVED FROM NCIS (b)(6), (b)(7)(C) WHICH IS ENCLOSED.

NCIS (b)(6), (b)(7)(C) SAID HE HAS NOT SPOKEN TELEPHONICALLY OR VIA E-MAIL WITH NCIS (b)(6), (b)(7)(C) SINCE THE CRASH IN ITALY. HE SAID HE FOUND OUT ABOUT THE CRASH WHILE READING NAVY TIMES.

NCIS (b)(6), (b)(7)(C) SAID HE WAS NOT TOLD ANYTHING ABOUT THE CRASH BY NCIS (b)(6), (b)(7)(C) HE ALSO SAID HE DID NOT ASK NCIS (b)(6), (b)(7)(C) ABOUT THE CRASH.

ENCLOSURE
(1) E-MAIL FROM NCIS (b)(6), (b)(7)(C) JAN98

REPORTED BY: NCIS (b)(6), (b)(7)(C)
OFFICE: CAMP PENDLETON, CA
WHAT'S UP JUG HEAD!

JUST WORKING ON OUR REDEPLOYMENT BACK TO CHERRY POINT. THIS PLACE IS GETTING OLD. ARE YOU PCS TO PENDLETON. 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 THE --

IS ENGAGED TO LADY DI... HIS EMAIL ADDRESS IS

EMAIL IS

TALK TO YOU LATER

---

ENCLOSURE ( )

001805
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.
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

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

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

REPORTED BY: NCIS (b)(6), (b)(7)(C)
OFFICE: NCISRA EL TORO, CA
DATE TYPED: 23Nov98
DOC: GAB3.IA

WARNING EXHIBIT (254)

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INVESTIGATIVE ACTION: Attempt to locate

On 25Nov98 Participating Agents (PA) attempted to locate at his residence reported but there was no answer. No other information was obtained.

REPORTED BY: OFFICE: DATE TYPED: 30Nov98

NCIS (b)(6), (b)(7)(C)
NCISRA EL TORO, CA
NCIS (b)(6), (b)(7)(C)
30Nov98

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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. Stated that on 03 Feb 98, she had taken her child to a ski lesson on the slopes which overlook the town of Luson, Italy. 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 caused her to duck down out of fear for her life. Defined the aircraft noise as the loudest she had ever heard in her life. 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. Described the aircraft as a typical military aircraft, green/gray in color. Claimed she had never seen a plane fly that low or heard a plane that loud before in her life. 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. 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:

REPORTED BY: [redacted]
OFFICE: NCIS SIGONELLA ITALY
DATE TYPED: 09NOV98
On 27 November 1998, reporting and participating agents interviewed Mr., a witness to Marine EA-6B Prowler flight over the Italian town of Luson, Italy. He 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. He described the plane as dark gray in color and definitely not a civilian aircraft. He 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. Finally stated that he had never before in his life seen or heard a plane flying that close before. He could offer no other information considered pertinent to the investigation.

Date/Place of birth: NCIS (b)(6), (b)(7)(C)
Address: NCIS (b)(6), (b)(7)(C)
Telephone: 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 Italian witness to Marine EA6B flight over Luson, Italy.

On 27 November 1998, reporting and participating agents interviewed Mrs., a witness to Marine EA-6B Prowler flight over the Italian town of Luson, Italy. Mrs. stated that on 03Feb98 she was in her living room with the rest of her family when she saw a plane fly by. Mrs. 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. stated that the plane was flying approximately one meter above an electricity pole posted outside of her home. Mrs. added that the plane flew by so quickly that she thought it would not make it out of the valley. Mrs. 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. was 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. 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: OFFICE: DATE TYPED: NCIS (b)(6), (b)(7)(C) NCIS SIGONELLA ITALY 09NOV98

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INVESTIGATIVE ACTION: Attempt to locate

On 01DEC98 Participating Agent (NCIS (b)(6), (b)(7)(C) attempted to locate 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. 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. Advised when he first addressed this lady he asked if she was Mrs. The lady stated she was not, but would not provide identifying information. Asked this lady if the property 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. 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.
On 04DEC98 Reporting Agent (RA) received a telephone call from a woman who identified herself as (NFI), the owner of the residence located at .... She stated she did not know anyone named (NFI) nor had she ever met him. She did not know if (NFI) had lived at the residence before she purchased the property. She provided this same information to Participating Agent (PA) previously and she could not be of any other assistance.
On 06Jan99, Reporting Agent (RA) and Participating Agent (PA)
interviewed Mr. 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. was the alleged source for the tape.

explained that he and 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. 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". 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.

said Mr. a civilian defense attorney for Captain called him sometime during the summer of 1998. said he was in New York City, and asked if he could meet with him and show him the tapes. said he met with and 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. said he did not feel the cable system was that safe, and what he was primarily trying to show was how much the height of the cables varied in spots as the GONDOLA moved along its path. said he has not spoken with any other attorneys involved in the case since he furnished the tapes, and would like to get his original tapes back.

did not remember the exact dates, but said he 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. said he and were part of a tour group out of Britain, and explained that 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.
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 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 him and 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 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
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.

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 when he provided the original tapes to him in New York City.

BIOGRAPHICAL DATA

EMPLOYMENT: Hospital for Special Surgery-Manhattan, NYC

DOB:
POB:
RESID:

Participating Agent

SA, NCISFO Carolinas, Camp Lejeune, NC

REPORTED BY:
OFFICE:
DATE TYPED:

NCIS (b)(6), (b)(7)(C)
NCISFO Carolinas, Camp Lejeune, NC
20JAN99

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TITLE: 1/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS
CCN: 15APR98-0023-0036-7HMS

INVESTIGATIVE ACTION: RESULTS OF LEXIS/NEXIS DATA BASE QUERIES

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

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

ENCLOSURES:
(1) THE DENVER POST ARTICLE 16JUL98
(2) NEWSPAPER ARTICLES RE VARIOUS DATES

PARTICIPATING AGENT
SPECIAL AGENT, NCISHQ CODE 23CI, WASHINGTON, D.C.

REPORTED BY: OFFICE:
NCISFO CAROLINAS, CAMP LEJEUNE, NC

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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. [REDACTED], who grew up 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 that," said [REDACTED] 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 [REDACTED] and the three other crew members as the political fallout reached the highest levels of government.

The worst-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 fate, and the other aviators remained confined to the Aviano air base for their own safety. But because [REDACTED] exited the badly damaged plane - that much had been reported in the local papers - he also became 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 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
come out in the courts-martial of the two front-seat crew members - Capt. and Capt. - 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 off 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," says. "It was unbelievable to me that they were trying to charge us with that, especially me and Capt. Everyone pointed fingers at the four of us, and nobody knew anything. There were just assumptions. That was hard to deal with."

Hes to speak about the flight itself because of the pending courts-martial. But he has emerged from the aftermath scarred and disillusioned, and uncertain if even exoneration can save his military flight career.

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

spoke cryptically about what had happened.

"I asked him how his flight was, 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

She envisioned him ejecting from the aircraft, shooting through the canopy and. 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

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.
his innocence.

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. "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 and told him how happy she was that he'd survived the accident. returned her gaze and reminded her that 20 people hadn't.

"It was a very emotional moment for us. 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

The 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

"I have reservations about him staying in the military. We're not confident that he could ever get promoted."

"I'd like to fly again. " 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 him to watch planes land at the old has 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, he says, "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 more he 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

LOAD-DATE: July 16, 1998
As a kid, he would ride with his dad to a spot where they could pull over, crane their necks and watch jets scream overhead along the And whenever flew into town, he always volunteered for the welcoming committee at the gate. "He would want to leave early and stay late," recalls of 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. - 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. was 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 who promised justice, some close to the aviators feared political scapegoating in a rush to judgment.

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

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

"He will not out of hot water yet," says 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 the crew."
"He called after the accident and said we'd probably be hearing something in the media about it, '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' can 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 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 played several sports as a kid, but wasn't a strong enough athlete to pursue them competitively at where he achieved average grades.

"He was a good, average kid," "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."

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

they've received an outpouring of support from friends and family they established a legal defense fund at the 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

"You have to get on with life; you have to do what you have to do," says it's always in the back of your thoughts, and lots of times in the front of your thoughts "GRAPHIC: PHOTO: The Denver Post holds a photo of and a fellow Marine aviator as they stand in front of a plane in Italy in January 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. are seen in

LOAD-DATE: July 06, 1998
Local man linked to tragedy in Italy Marine aboard jet that cut lift cable

BYLINE: Denver Post Staff Writer

BODY:

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

Capt. 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 , was injured.

One of always wanted to serve in the military.

"He's a very patriotic person. "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.

and 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.
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.”

He 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)

He referred to him as a good bass fisherman.

“He is a very nice, responsible kid,”

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
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)] 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 the jet's backseat crew, should not face trial, determined.

NCIS (b)(6), (b)(7)(C) was 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 involuntary manslaughter, negligent homicide, damage to military property, damage to private 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 determined.

NCIS (b)(6), (b)(7)(C) 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," said Lt. Col. [NCIS (b)(6), (b)(7)(C)]. "I'm pretty down, actually."

NCIS (b)(6), (b)(7)(C) is 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.
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-martialed, Marine officials said.

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

Capt (b)(6), (b)(7) was piloting the EA-6B Prowler on February 3 when it clipped a gondola cable at a ski resort near Cava Lese, sending 20 people in a cable car plunging to their deaths.

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

The jet's back seat crew, should not face trial, determined.

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 in a telephone interview. "I'm pretty down, actually."

Lt Col (b)(6), (b)(7) is expected to announce his decision later this month. If he accepts the recommendations, the courts-martial likely would be held at Camp Lejeune.
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

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

ENCLOSURES:
(1). Grant of Testimonial Immunity
(2). Verbatim transcript (84 pages)/NCIS interview of 20Jan99

REPORTED BY: 
OFFICE: 
DATE TYPED: 03FEB99

WARNING EXHIBIT (243)
Pages 1830 through 1911 redacted for the following reasons:

Enclisoures (1 and 2) to Exhibit (263): Referred to the Commanding Officer, Joint Law Center
On 27Jan99, Reporting Agent (RA) drove to 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 No other pertinent information was obtained.
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, 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/200CT98

REPORTED BY: NCISFO CAROLINAS, CAMP LEJEUNE, NC

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Pages 1914 through 1954 redacted for the following reasons:

Enclosures (1 - 2) to Exhibit (265): Referred to the Armed Forces Medical Examiners System
On 02Feb99, Reporting Agent (RA) and Participating Agent (PA) contacted LTCOL Commanding Officer, VMAQ-2, Marine Corps Air Station (MCAS) Cherry Point, NC (CPNC) was 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
SA, NCISFO Europe, Naples, Italy

REPORTED BY: 
OFFICE: 
DATE TYPED: 

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On 05Feb99, CAPT USMC, MAWTS-1, MCAS Yuma, Az, was interviewed regarding his knowledge of low level flight routes near Aviano, Italy. He 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.

He was assigned as the pilot training officer. The Squadron had a need for low level training. He asked base scheduling for training routes and was told he would have to get approval through Air Force Wing Scheduling.

He 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. He 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.

He 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.

He 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.

He 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.

He said he was willing to cooperate in any way relative to this investigation.
U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

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

ENCLOSURE

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U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

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

ENCLOSURE 17
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

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

ENCLOSURE 21

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

ENCLOSURE 25
TITLE: I/MARFORLANT, NORFOLK, VA/ASSISTANCE TO THE AVIANO MISHAP JUDICIAL PROCESS
CCN: 15APR98-0023-0036-7HMS

ENCLOSURE 26
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
U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

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

ENCLOSURE a9

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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
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:

<table>
<thead>
<tr>
<th>Name</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>had received letter from 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.</td>
</tr>
<tr>
<td>2.</td>
<td>Stated he was scheduled for a school the same date the appointment was set with Defense.</td>
</tr>
<tr>
<td>3.</td>
<td>Stated he is a police officer and had duty the same day appointment had been set by Defense. Stated he called and they said there was no problem if he couldn’t make the appointment.</td>
</tr>
<tr>
<td>4.</td>
<td>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.</td>
</tr>
</tbody>
</table>
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.

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.

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

witness answered. Stated he did not go to the meeting with Defense upon advice from who believed it would be improper to discuss matters with the Defense.

witness answered. Stated she had received the letter from Defense, but had not made the meeting because of a prior business engagement.

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

witness answered. Stated she has a serious problem. She added that she was also going to seek exoneration from deposition in Trento.
not contacted because present at the appointment set up by Defense.

not contacted because present at the appointment set up by Defense.

not contacted because present at the appointment set up by Defense.

not contacted because present at the appointment set up by Defense.

answered. Stated that couldn’t get a day off from work to appear at Defense’s request.

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.

Called witness at work. Stated that he could not take a day off from work to go to Defense’s meeting.

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

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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)
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.

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

Participating agent
NCIS (b)(6), (b)(7)(C)
IPOS, NCISRU La Maddalena, Italy

Reporting Agent: NCIS (b)(6), (b)(7)(C)
Office: NCISFO Naples, Italy

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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 and

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

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

(4) Residence of

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

(5) Bridge next to residence of

46*45.22N
011*43.93E
2450-2650 Ft
15:28:39
(6) Residence of NCIS (b)(6), (b)(7)(C)

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

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

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

(8) Residence of NCIS (b)(6), (b)(7)(C)

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

Reporting Agent: NCIS (b)(6), (b)(7)(C)
Office: NCISFO Naples, Italy
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 observed the Marine Prowler jet.
2. Church located in the town center of Luson, Italy
3. Residence of
4. Residence of
5. Bridge next to residence of
6. Residence of
7. Residence of
8. Residence of

Enclosure

(1) VHS video copy of 8mm tape

Reporting Agent: Office: NCISFO Naples, Italy
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 there 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.

<table>
<thead>
<tr>
<th>Shot #</th>
<th>F Stop</th>
<th>Photograph Depicted</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>16</td>
<td>Test shot</td>
</tr>
<tr>
<td>2</td>
<td>5.6</td>
<td>Vehicle and license plate of witness</td>
</tr>
<tr>
<td>3</td>
<td>5.6</td>
<td>Restaurant/Bar located near ski resort-Luson</td>
</tr>
<tr>
<td>4</td>
<td>11</td>
<td>Panoramic scenery of area near ski resort-Luson</td>
</tr>
<tr>
<td>5</td>
<td>8</td>
<td>Witness being interviewed-Luson</td>
</tr>
<tr>
<td>6</td>
<td>8</td>
<td>Witness being interviewed-Luson</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>Witness being interviewed-Luson</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>Ski lift and nearby residences-Luson</td>
</tr>
<tr>
<td>Page</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Panoramic scenery of area near ski resort—Luson</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Church located in center of Luson</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Church located in center of Luson</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Priest being interviewed—Luson</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Luson valley from Church—Luson</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Map of Luson valley</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Map of Luson valley</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Map of Luson valley</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Church located in center of Luson</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>House located on hillside in Luson valley</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Witness pointing to house</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>House on hillside from residence</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Luson valley from residence</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Witness</td>
<td></td>
</tr>
</tbody>
</table>

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.
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
Shot II
NCIS (b)(6), (b)(7)(C)
<table>
<thead>
<tr>
<th>Shot #</th>
<th>F stop</th>
<th>Photograph Depicted</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5.6</td>
<td>Witness being interviewed-Luson</td>
</tr>
<tr>
<td>2</td>
<td>5.6</td>
<td>Witness being interviewed-Luson</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>Witness being interviewed with trees in background-Luson</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>property with tree line and stream in background</td>
</tr>
<tr>
<td>5</td>
<td>4</td>
<td>property with tree line and stream in background</td>
</tr>
<tr>
<td>6</td>
<td>5.6</td>
<td>property with tree line and stream in background</td>
</tr>
<tr>
<td>7</td>
<td>2.8</td>
<td>residence from Luson valley</td>
</tr>
<tr>
<td>8</td>
<td>4</td>
<td>Tree line/Wires near residence from Luson valley</td>
</tr>
<tr>
<td>9</td>
<td>2.8</td>
<td>residence from Luson valley</td>
</tr>
<tr>
<td>10</td>
<td>5.6</td>
<td>Tree line/Wires near residence from Luson valley</td>
</tr>
<tr>
<td>11</td>
<td>4</td>
<td>Tree line near residence from Luson valley</td>
</tr>
<tr>
<td>12</td>
<td>4</td>
<td>NIEDERMOARHOF residence-Luson</td>
</tr>
<tr>
<td>13</td>
<td>1.8</td>
<td>NIEDERMOARHOF residence window-Luson</td>
</tr>
<tr>
<td>14</td>
<td>1.8</td>
<td>NIEDERMOARHOF residence window-Luson</td>
</tr>
<tr>
<td>15</td>
<td>1.8</td>
<td>Pole in front of NIEDERMOARHOF residence</td>
</tr>
</tbody>
</table>
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 NCIS (b)(6), (b)(7)(C) being interviewed-Luson
19 4 Witness NCIS (b)(6), (b)(7)(C) with residence in background-Luson
20 1.8 NCIS (b)(6), (b)(7)(C) residence-Luson
21 1.8 Tree line near NCIS (b)(6), (b)(7)(C) residence-Luson
22 2.8 View of Luson valley
23 1.8 Witness NCIS (b)(6), (b)(7)(C) residence-Luson
24 1.8 Witness NCIS (b)(6), (b)(7)(C) residence-Luson

Enclosures
(1) One (1) Photographic Log Sheet to include photographs numbered one (1) through twenty-four (24)/270CT98.
(2) One (1) Photographic Log Sheet to include photographs numbered one (1) through twenty-four (24)/270CT98

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: NCIS (b)(6), (b)(7)(C)
Reporting Office: NCISFO Europe, Naples, IT
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
On 28 October 1998, reporting and participating agents interviewed Mr., a resident of the town of Cavalese, Italy. stated that on 03 Feb 1998, 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.

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.

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 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:

REPORTED BY:  
OFFICE:  
DATE TYPED:  10NOV98
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 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)
At 1100 hrs, on 04NOV98, the reporting agent contacted Italian Air Force Colonel, Commanding officer for the Centro Informazioni Geotopografiche (Geotopographical Information Center) CIGA, Rome, Italy. The Italian Air Force Colonel, Commanding officer for the Centro Informazioni Geotopografiche (Geotopographical Information Center) CIGA, Rome, Italy.

At this time, 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. was receptive to the needs of the information but was unwavering towards the needs for proper authorization prior to the release of the information. added that further attempts to obtain the information without the necessary authorizations would prove fruitless. finally offered the address for the command to which the requests should be forwarded in writing:

3^ REPARTO
VIALE DELLE UNIVERSITA' 4
00100 ROMA.

Finally added that Italian Air Force Commands might be more receptive towards a request for down graded coordinates.
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 Carabiniere official, Major assigned to the Carabinieri Judicial police unit in Trento, Italy. was 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 Commanding officer for the Centro Informazioni Geotopografiche (Geotopographical Information Center) CIGA, Rome, Italy, 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. 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


**TASKING SYNOPSIS**  **UPDATED: 07JAN 99**

- **Task Number A1**
  Assigned to: B of modified 29MAR98 tasking
  **Originator:** B of modified 29MAR98 tasking
  **Tasking:** Interview tower personnel; SG (b)(6), (b)(7)(C) have her listen to tower tapes of conversation with 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 Captain and MAJ. Date completed: 08JUN98

- **Task Number A1a**
  Assigned to: _______________________
  **Originator:** B of modified 29MAR98 tasking
  **Tasking:** Reinterview tower personnel; Maj (b)(6), (b)(7)(C) have him listen to tower tapes of conversation with 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 Captain and MAJ. Date completed: 08JUN98

- **Task Number A1b**
  Assigned to: _______________________
  **Originator:** B of modified 29MAR98 tasking
  **Tasking:** Interview tower personnel; TSG (b)(6), (b)(7)(C) who may have heard or observed details between other personnel in the tower (good statements).
  **Summary of results**
  NCIS (b)(6), (b)(7)(C) interviewed and provided a statement. 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 from aircraft. MONITORED transmission between SGT (b)(6), (b)(7)(C) and pilot. Uneventful - routine landing transmission. SOF (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”. No elaboration on this statement. Date completed: 24APR98

- **Task Number A1c**
  Assigned to: _______________________
  **Originator:** B of modified 29MAR98 tasking
  **Tasking:** Interview tower personnel; SSG (b)(6), (b)(7)(C) who may have heard or observed details between other personnel in the tower (good statements).
  **Summary of results**
  NCIS (b)(6), (b)(7)(C) interviewed and she overheard part of radio/telephone conversations: (1) between SGT (b)(6), (b)(7)(C) and pilot during distress call; (2) between SOF (b)(6), (b)(7)(C) and 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

**EXHIBIT**
Tasking: Interview tower personnel; PENSA (#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; NCIS (b)(6), (b)(7)(C) Head Controller and supervisor at Radar Room, Aviano Base. Received explanation as to damage of aircraft (need good statements).

- **Task Number A1f**
  Assigned to: NCIS (b)(6), (b)(7)(C)
  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: Phonecon with NCIS (b)(6), (b)(7)(C) 23APR98
  Tasking: (follow on to A1c). Once a copy of the tower tape is obtained, have SSGT USAF, authenticate the tape and voices.

- **Task Number A1h**
  Assigned to: NCIS (b)(6), (b)(7)(C)
  Originator: 23APR98 (part)
  Tasking: (follow on to A1c). Interview SRA 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)
  Interrogated and provided a sworn statement. Working in control tower the date of incident. NCIS (b)(6), (b)(7)(C) working in control tower the date of incident. Monitored landing of Prowler. No erratic behavior. Never spoke to aircrew. Monitored conversation (part) between SOF and pilot after aircraft landed. Monitored conversation (part) between SOF and pilot after aircraft landed. 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 confusion” 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 COL 3 IST 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)
  Interrogated the interim MISHAP investigation board was established by Gen. immediately after the mishap on 03FEB98 and disestablished on 05FEB98 upon arrival of the Marine Corps. Col. did 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 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)(A).
  Summary of results
  On 27 APR98, NCIS (b)(6), (b)(7)(C) with Mr. Logistics officer, ODO, AMEMBASSY Rome, Italy, contacted Col 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: 27 APR98

- 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 Col Italian AF, following authority granted by Italian Magistrate Giardina. Tapes were downloaded into 8mm format on 03 JUN98, and the tapes returned to Italian authorities on 04 JUN98
  Date completed: 04 JUN98

- Task Number A4a
  Assigned to: NCIS (b)(6), (b)(7)(C)
  Originator: 20 APR98 email
  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
  -View prior to completion
  Summary of results
  Statement made by technician. 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: 17 APR98 email
  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 in unclas statement.
  Date completed: 27/28 APR98
• **Task Number A4c**
  Assigned to: Phonecon and email from 24APR98
  **Originator:** Phonecon and email from 24APR98
  **Tasking:** Seize AWACS tape as evidence and forward to CALE by most expeditious means.

  **Summary of results**
  Upon telecom with CAPT (NATO), it was agreed to not seize these tapes. Info from the tapes, requested by will be forthcoming after release authority is granted by NATO.
  **Date completed:** 27APR98

• **Task Number A5**
  Assigned to: L of 29MAR98 tasking
  **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
  **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
  **Tasking:** Witnesses that saw the EA-6B before the mishap occurred; (#13) 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
  **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
  **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
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/30MARY98 time frame.
  Originator: 21APR98 fax from (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/30MARY98 time frame.
  Originator: 21APR98 fax from (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/30MARY98 time frame.
  Originator: 21APR98 fax from (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/30MARY98 time frame.
  Originator: 21APR98 fax from (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/30MARY98 time frame.
  Originator: 21APR98 fax from (b)(6), (b)(7)(C)
  Tasking: Witnesses that saw the EA-6B before the mishap occurred; Misconel (#05) Standing in Cavazzal, Cavalone, thought aircraft went underneath, or hit, cables.

• **Task Number A5k**
  Assigned to: Conducted at Trento Court House by Trial Counsel/30MARY98 time frame.
  Originator: 21APR98 fax from (b)(6), (b)(7)(C)
  Tasking: Witnesses that saw the EA-6B before the mishap occurred; Vanzo (#06) walking above the village Cavazzal, Cavalone. 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/30MARY98 time frame.
  Originator: 21APR98 fax from (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/30MARY98 time frame.
  Originator: 21APR98 fax from (b)(6), (b)(7)(C)
  Tasking: Witnesses that saw the EA-6B before the mishap occurred; Zappini (#22) standing in Mastellina.
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 NCIS (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 NCIS (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 NCIS (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 NCIS (b)(6), (b)(7)(C)
  Tasking: Witnesses that saw the EA-6B before the mishap occurred; Maffei (#16). Saw fly toward Trento-Passo Tonale direction.

- **Task Number A5s**
  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; Dapra (#23). Saw fly toward Trento-Passo Tonale direction.

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
- 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 NOS [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 NOS [b](6), [b](7)(C)
  Tasking: Witnesses that are Alpe Cermis Cable-car employees; (#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 NOS [b](6), [b](7)(C)
  Tasking: Witnesses that are Alpe Cermis Cable-car employees; (#02). Cable-car engineer (didn’t see aircraft).

  Summary of results
  Interviewed at the Italian Trento Magistrate’s office on 30MAY98. was 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 NOS [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 NOS [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: Phonecon with TC/26APR98
  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 555th 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 (A5b; 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: Conducted at Trento Court House by Trial Counsel/30MAY98 time frame.
Originator: 21APR98 fax from 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, 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:
Originator: M of 29MAR98 tasking
Tasking: Locate and interview CO USAF. 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 GEN prior to the close of the board.

Summary of results
22APR98 - 1000- Spoke with SSGT USAF, returns on 04MAY98.
04MAY98, ASAC telephoned SAC and indicated after speaking with Trial Counsel regarding this investigation, it would be best not to interview CO USAF at this time.
Date completed: 05MAY98

• Task Number A7
Assigned to:
Originator: O of 29MAR98 tasking
Tasking: Interview CO 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
Refered 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:** COL USAF submitted a memo stating that he never received any complaints - please interview him.
  - **Summary of results**: Interviewed 24APR98. No receipt of noise complaints to his command. Other area airports which may have communications between Aviano and Viano would be Padova. Provided info re: procedures how to request that tape via Embassy. 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**: Interviewed on 23APR98. Reviewed all files on low-level noise complaints during timeframe Q-2's were here. 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 to follow up on correspondence regarding low level complaints.
  - **Summary of results**: LCOL interviewed on 24APR98. Provided info on how 31FW handled noise complaints. Reviewed their complaints during question time frame. Also got referenced memo which 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) 31st 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 31st 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: LCOL Welsh
  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
LCOL Welsh identified Capt as the key person to speak to re: complaints. Explained 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 may recall. No location for Capt Raubinger.
Date completed: 04MAY98

• Task Number A7g
  Assigned to: 28APR98 TC Email
  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 Identify, locate and interview the ALITALIA pilot.

• Task Number A8
  Assigned to: Ruwer
  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: Ruwer
  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 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 on 27APR98. No records from NATO available for 29DEC97. Tapes not seized as per 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. (1) will ID plane and provide info ASAP, but a week or more, probably.

Date completed: 27/28APR98

• Task Number A10
Assigned to: S
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 assigned. A11 was interviewed. MAJ is the same person who gave the VMAQ-2 in-brief.
Date completed: 28APR98

Task Number A11
Assigned to: U
Originator: U of 29MAR98 tasking/21APR98 Briant email
Tasking: Locate and identify MAJ USAF, 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
MAJ gave in-brief to VMAQ-2 on 25AUG97. MAJ told VMAQ-2 that Italians were noise-sensitive, and not to fly below 2000 ft while flying through the Alps. Provided: (1) copy of FCIF 97-16, (with Italian message instituting 2000 AGL); (2) copy of chapter 8, pilot aid (which was passed out for VMAQ-2 at the brief); (3) updated chapter 8 (updated since VMAQ-2 brief); (4) Navigational map where MAJ draws a corridor where 2000 ft AGL was instituted; (5) PowerPoint brief that was used for VMAQ-2 brief. Additionally, MAJ was assisted by MSGT. MAJ also provided a copy of his secretary's calendar, where VMAQ-2 brief was scheduled. This is the only documentation that has of the brief. Original calendar is held by secretaty GS-4, CIV, transferring in June98 to Hill AFB, Salt Lake City, Ut.

Task Number A11a
Assigned to: N
Originator: N of 29MAR98 tasking
Tasking: Interview SSGT RAPCON, regarding radio communications between the MISHAP aircraft and RAPCON.

Summary of results
SSGT was on duty as standby at RAPCON on 03FEB98. SGT was 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 RAPCOM and pilot (as the pilot was just about to land). He does not recall any details of the conversation. does not personally know any of the prowler aircrews.

Date completed: 25APR98

- **Task Number A11c**
  - **Assigned to:**
  - **Originator:** Follow-up to A11 series/24APR98 Briant phonecon
  - **Tasking:** Interview SSGT RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.
  - **Summary of results**
    Inquiries with command reveal SSGT is 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:**
  - **Originator:** Follow-up to A11 series/24APR98 Briant phonecon
  - **Tasking:** Interview SSGT RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.
  - **Summary of results**
    SSGT was 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, and aircraft pilot. Conversation overheard consisted of routine emergency landing procedures. Signed statement.

  Date completed: 28APR98

- **Task Number A11e**
  - **Assigned to:**
  - **Originator:** Follow-up to A11 series/24APR98 Briant phonecon
  - **Tasking:** Interview SSGT 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**
    Interviewee provided no information of investigative consequence.

  Date completed: 05MAY98

- **Task Number A11f**
  - **Assigned to:**
  - **Originator:** Follow-up to A11 series/24APR98 Briant phonecon
  - **Tasking:** Interview SRA 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:**
  - **Originator:** Follow-up to A11/29APR98 Briant phonecon
  - **Tasking:** Reinterview SRA Exposure (4) based on an IA reported on in A11, listed a Suspense/review date of 31DEC97. Did the 31st 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

The document was reviewed on 30APR98. On FCIF 97-16 review date of 31DEC97, the 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: Trial Counsel in modified 29MAR98 tasking
  Originator: Trial Counsel in modified 29MAR98 tasking
  Tasking: Locate and interview GENERAL USAF concerning his discussions with LT COE and the issue of who in Q-2 knew the 2000' hard deck. Also, obtain details of his conversation with Delong.
  Summary of results

Date completed: 30APR98

- Task Number A13
  Assigned to: New lead #1 identified in modified tasking
  Originator: New lead #1 identified in modified tasking
  Tasking: Interview did he make any incriminating statements to her? Does she have any tapes/photos from his flights?
  Summary of results

Date completed: 07MAY98

- 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?

Date completed: 27APR98

- 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.

Date completed: 30MAY98

- 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: 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), DSN: NCIS (b)(6), (b)(7)(C)
- MSG NCIS (b)(6), (b)(7)(C), DSN: NCIS (b)(6), (b)(7)(C)

Capt identified TSGT NCIS (b)(6), (b)(7)(C) as the actual hands on expert in the regards to POWERSCENE. Capt stated TSGT NCIS (b)(6), (b)(7)(C) will be the only person dedicated to reconstructing the mishap flight on POWERSCENE. Capt stated 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: NCIS (b)(6), (b)(7)(C)

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, NCIS (b)(6), (b)(7)(C) with MAG NCIS (b)(6), (b)(7)(C) Rome, Italy, and obtained a copy of the letter sent to magistrate.

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: ____________________________
  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: ____________________________
  Originator: 15APR98 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: 15APR98 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: ____________________________
  Originator: 15APR98 Trial Counsel email.
  Tasking: Interview Capt. USMC, (Q-4) who, along with Capt. Harner (all of Q-4), were roommates. Inquire about 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 ____________________________ 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)  of “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).
  Also has NCIS (b)(6), (b)(7)(C)US on base at Aviano, and NCIS (b)(6), (b)(7)(C)US at electric company in Morehead city, NC (NFI). Probably with her now. also close with Capt. Turno pilot, Now on MEU.
  Date completed: 22APR98

• **Task Number A23a**
  Assigned to: ____________________________
  Originator: 15APR98 Trial Counsel email.
  Tasking: Interview Capt. USMC, (Q-4) who, along with Capt. Harner (all of Q-4), were roommates. Inquire about 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).

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0020066
Summary of results

Very little knowledge about each in the social circles. Is part owner of “Confusions”, a snowboard company in WA(?). Different origins and all signs for crew. No videotape info. No rites of passage info. No video on area of incident on a chart in ready room after incident (shortly). Gave to in ready room, said he thought he saw a yellow gondola and (some) cables were hit. (I) hit cables and climbed away from mountain. Interesting comments on Radalt, see 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 USMC, (Q-4) who, along with NCIS (b)(6), (b)(7)(C), were room mates. Inquire about 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) date completed: 24APR98

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

Originator: 12APR98 Trial Counsel email.

Tasking: Interview USMC, (Q-4) who, along with Cap NCIS (b)(6), (b)(7)(C), were room mates. Inquire about 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 limited knowledge of all but best friend Cap NCIS (b)(6), (b)(7)(C) Q-4 call signs from true names. Visited here after. Spoke with his friends and what he told them. NCIS (b)(6), (b)(7)(C) denied 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: NCIS (b)(6), (b)(7)(C)

Originator: 12APR98 Trial Counsel email.

Tasking: Interview NCIS (b)(6), (b)(7)(C) of 22APR98/follow up to A23 series

Summary of results

On 25 APR98, searched Infospace (www.infospace.com) for any information on NCIS (b)(6), (b)(7)(C) nothing found. Searched www.whowhere.com for any information on them. Found nothing.

Date completed: 24APR98

• Task Number A23e

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

Originator: follow up to A23 series

Tasking: According to former roommates, 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: NCIS (b)(6), (b)(7)(C)
  Originator: 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]

Summary of results

- Contacted ITT- they have not sponsored any ski trips to Cavalese. Contacted outdoor recreation-they do not offer ski trips.
  NOTE: [redacted], [redacted] - 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
  Tasking: Contact Briant and Trial Counsel
  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, the Gondola, cable and other assorted items from Italian authorities in Cavalese, Italy. The Air Force 31st Transportation unit transported the items to Aviano AFB, Italy. The items were then packaged for transport by aircraft, by the 31st Trans. The items were maintained in the NCIS evidence custody system during the whole evolution. Victims' personal items were not seized by SA due to 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 Lt USMC, Q-4 flight surgeon regarding the MISHAP crew.

Summary of results
Interviewed 27APR98. arrived at USAF Aviano on 07FEB98 and was medical advisor to the JAGMAN board. contacted Lt who was the VMAQ-2 flight surgeon. was very concerned about disclosing privileged information. IA completed 29APR98.

- Task Number A28
Assigned to: 22APR98 Briant email
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 Capt on 23FEB98 from ready room. No record keeping system for Hooch calls.
Date completed: 28APR98

- Task Number A28a
Assigned to: 27APR98 email and phonecon
Originator: 27APR98 email 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 emails 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 back-up 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 emails present on the server as of mid-Feb should be retrievable.
Date completed: 05MAY98

- Task Number A29
Assigned to: 23APR98 email (also see Z of 29MAR98 memo)
Originator: 23APR98 email (also see Z of 29MAR98 memo)
Tasking: Interview COL 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 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, strongly believes 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 to: S (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 to: S (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: S (b),(6), (b),(7)(C)
  **Originator:** Phonecon with TC's/24APR98 (subtasking of A31)
  **Tasking:** Interview enlisted members of 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 NCOs rounding up crews equipment following the landing. Identified (b),(6), (b),(7)(C) who thought the crew was hot-dogging it.
  Date completed 25APR98

- **Task Number A31b**
  Assigned to: S (b),(6), (b),(7)(C)
  **Originator:** Phonecon with TC's/24APR98 (subtasking of A31)
  **Tasking:** Interview enlisted members of 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 NCOs as having flown low enough to see skiers. Identified (b),(6), (b),(7)(C) being present at the Mishap aircraft after it landed.
  Date completed 25APR98

- **Task Number A31c**
  Assigned to: S (b),(6), (b),(7)(C)
  **Originator:** Phonecon with TC's/24APR98 (subtasking of A31)
  **Tasking:** Interview enlisted members of 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 NCOs 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: NCIS (b)(6), (b)(7)(C)
Originator: Phonecon with TC’s/24APR98 (subtasking of A31)
Tasking: Interview enlisted members 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 CP: present at the Mishap aircraft after it landed.
Date completed: 25APR98

• Task Number A31e
Assigned to: NCIS (b)(6), (b)(7)(C)
Originator: 28APR98 email (see task A31c)
Tasking: Reinterview Q-4, regarding additional details concerning Q-4 address to members of the Q-4 squadron. Include, when, where, circumstances, attendees, requested/impromptu, recorded or notes taken.
Summary of results
29APR98 - was reinterviewed 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: NCIS (b)(6), (b)(7)(C)
Originator: 28APR98 email (see task A31c)
Tasking: According to a witness, briefed some Q-4 squadron members regarding the Mishap. Interview Q-4 CO. When and where was the brief conducted. How did it come about, was it requested, offered, was it scheduled or impromptu, who attended, anyone other than Q-4 personnel, what was said, was the brief recorded or did anyone take notes.
Summary of results
was interviewed on 01MAY98, but had no knowledge of address to VMAQ-4 personnel at the HAS. (IA)
Date completed: 01MAY98

• Task Number A31g
Assigned to: NCIS (b)(6), (b)(7)(C)
Originator: 28APR98 email (see task A31c)
Tasking: According to a witness, 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, offered, was it scheduled or impromptu, who attended, anyone other than Q-4 personnel, what was said, was the brief recorded or did anyone take notes.
Summary of results
Safety officer is Capt provided sworn statement. Has flown AV047 during end of last deployment, he believes at 500ft. Route dotted with villages and ski resorts. Knows nothing on in terms of reputation. Was present at formation when spoke. Only thanked crowd and reassured that did nothing wrong. No notes taken or recorded.
Date completed: 05MAY98

• Task Number A31h
Assigned to: NCIS (b)(6), (b)(7)(C)
Originator: 28APR98 email (see task A31c)
Tasking: According to a witness, 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, offered, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what was said, 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 VMAQ-4 squadron address. IA typed 30APR98.
Date completed: 30APR98

• Task Number A31i
 Assigned 28APR98 (see task A31c)
 Originator: 28APR98
 Tasking: According to a witness, 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, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, was the brief recorded or did anyone take notes.
 Summary of results
29APR98-Conducted interview of MAUSMC, VMAQ-4 OPS officer. had no knowledge regarding alleged brief.
Date completed: 29APR98

• Task Number A31j
 Assigned 28APR98 (see task A31c)
 Originator: 28APR98
 Tasking: According to a witness, briefed some Q-4 squadron members regarding the Mishap.
 Interview Q-4, CAPT QAO. When and where was the brief conducted. How did it come about, was it requested, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what did say, was the brief recorded or did anyone take notes.
 Summary of results
On 01-02MAY98, Reporting Agent made several unsuccessful attempts to interview CAPT USMC. On three occasions, CAPT failed to make his appointments. He flew out on 02MAY98 to testify at CAPT article 32 hearing without advising reporting agent. Date of return is unknown.
Date completed: 02MAY98

• Task Number A31k
 Assigned 28APR98 (see task A31c)
 Originator: 28APR98
 Tasking: According to a witness, briefed some Q-4 squadron members regarding the Mishap.
 Interview Q-4, MAJ. When and where was the brief conducted. How did it come about, was it requested, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what did say, was the brief recorded or did anyone take notes.
 Summary of results
was present during brief, held a few weeks after the mishap, near the HAS (hardened aircraft shelter). According to stated they were on an authorized low-level mission. 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 28APR98 (see task A31c)
 Originator: 28APR98
 Tasking: Interview enlisted members of the Q4 maintenance shop regarding any knowledge of the "cable car club", information regarding its existence, or other pertinent info.
 Summary of results
identified answering questions at a command general meeting regarding the Mishap. Also say 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: 28APR98 email (see task A31)
Tasking: Reinterview Q-4, regarding additional details concerning 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) stated on routine formation between 20-25 FEB98, 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 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: 29APR98 Briant email
Tasking: In task A31b, CPL (Q-4 Maintenance) identified Capt (b)(6), (b) (Q-4 Aviator) as having flown low enough on Q-4 previous deployment to Aviano, to see skiers. Interview Capt (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 (b)(6), (b)(7)(C) aggressive, suggest interviewing (I). Capt (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.

• 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 Q-4 maintenance shop (GYSGT (b)(6), (b)(7)(C)) regarding any knowledge of the “cable car club”, or information regarding its existence.
Summary of results
GYSGT (b)(6), (b)(7)(C) indicated he assisted in the move of the Mishap aircraft from HAS 2-1-to HAS T-29. GYSGT (b)(6), (b)(7)(C) sat in 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 CPL (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 provided a list of others who were present at informal brief to Q-4 personnel. Conduct screening interviews to determine if Q-4 maintenance personnel have any knowledge of, or information pertaining to this meeting.

Summary of results
All persons denied knowledge of informal brief. Not interviewed - transferred 10MAR98 to NMITC. Provided additional info during screening interview to his 25APR statement. Told him he was unhappy at way this was being handled by top brass.
Date completed: 02MAY98

- Task Number A31r
  Assigned to:
  Originator: Phonecon with TC's/24APR98 (subtask of A31)
  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
Related statements made during Address to squadron, reputation of pertinent info regarding Cable car club.
Date completed: 02MAY98

- Task Number A32
  Assigned to:
  Originator: Phonecon with TC's/24APR98
  Tasking: Research the manner in which Italians prepare Verbali. Ascertain if verbali are sworn to and what the seals and signatures mean.

Summary of results
Signed, sworn statement provided by IOS attesting to the fact that Italian Verbali 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:
  Originator: Italian Magistrate
  Tasking: Determine status of three letters written by magistrate to 1st-31st FW, 2-5th GENC, and 3rd to CPO. Sending State, U.S. Embassy. Provide status to magistrate. See IA of 24APR98 - Results of contact with forward to the magistrate. See IA of 24APR98 - Results of contact with.

Summary of results
LCOL USAF, SJA and MAJ sent CAPT 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 to:
  Originator: Phonecon with TC's/24APR98
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
- Command Post personnel
- EOD personnel
- Transalert (crash recovery) personnel
- Wing safety personnel (TSGT, USAF)
- Duty photographer
- The “sweeper” (SGT, USAF)
- Medical personnel (ambulance, clinic, hospital, etc)

- Interviewed 1st LT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft and confirmed earlier statements by but added nothing of significance.

- Interviewed SSGT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed AMN, USAF, member of the Aviano Base security force.

- Interviewed TSGT, USAF, security force. responded to the incident and was on scene when the mishap aircraft was recovered. did not interact with the mishap crew.

- Interviewed 1st LT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft and confirmed earlier statements by but added nothing of significance.

- Interviewed SGT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft, yet did not speak with the aircrew or have anything pertinent to add.

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- Interviewed TSGT, USAF, security force. responded to the incident and was on scene when the mishap aircraft was recovered. did not interact with the mishap crew.

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- Interviewed AMN, USAF, member of the Aviano Base security force.

- Interviewed TSGT, USAF, security force. responded to the incident and was on scene when the mishap aircraft was recovered. did not interact with the mishap crew.

- Interviewed 1st LT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft and confirmed earlier statements by but added nothing of significance.

- Interviewed SGT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed AMN, USAF, member of the Aviano Base security force.

- Interviewed TSGT, USAF, security force. responded to the incident and was on scene when the mishap aircraft was recovered. did not interact with the mishap crew.

- Interviewed 1st LT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft and confirmed earlier statements by but added nothing of significance.

- Interviewed SGT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed AMN, USAF, member of the Aviano Base security force.

- Interviewed TSGT, USAF, security force. responded to the incident and was on scene when the mishap aircraft was recovered. did not interact with the mishap crew.

- Interviewed 1st LT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft and confirmed earlier statements by but added nothing of significance.

- Interviewed SGT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed AMN, USAF, member of the Aviano Base security force.

- Interviewed TSGT, USAF, security force. responded to the incident and was on scene when the mishap aircraft was recovered. did not interact with the mishap crew.

- Interviewed 1st LT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft and confirmed earlier statements by but added nothing of significance.

- Interviewed SGT, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B aircraft, yet did not speak with the aircrew or have anything pertinent to add.

- Interviewed AMN, USAF, member of the Aviano Base security force.
- Interviewed MSGT , USAF, Aviano security force. Confirmed info about the 04FEB98 security of the mishap aircraft given in previous screening interviews of Aviano security force personnel.
- On 04MAY98, MSGT, USAF, from the Aviano Control Post was interviewed. 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.

Date completed: 06MAY98

- Task Number A35a
  Assigned to: Originator: email to on 27 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 advised 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

- Task Number A35b
  Assigned to: Originator: email to on 27 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 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: Originator: email to on 27 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 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 Lab tech, 31st medical group, Aviano, that he hoped it wasn’t a Gondola they had hit.
- Results of Interview of SRA lab tech, on duty with Dent on 03Feb98. Only heard that they had hit something, but did not know what.
- Results of Interview USAF Major Chief of Mental Health clinic. Was among the first to interview the crew after they has spoken to Lt. Col. She states they did not know what they had hit. Were visibly upset when informed 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: email to on 27 APR98 (subsection of A35)
Originator: email to on 27 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 and SRA are TDY at Zaragosa AFB, Spain till 15 MAY.

Date completed: 05 MAY98

• Task Number A35e
Assigned to: email to on 27 APR98 (subsection of A35)
Originator: email to on 27 APR98 (subsection of A35)
Tasking: Conduct screening interviews of USAF wing safety personnel, including TSgt 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 TSgt. He 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 and to the best of his knowledge the only personnel that had direct contact with the Mishap crew were the ISIB members. He did not see any member of the Mishap crew attempt to return to the aircraft.

Date completed: 29 APR98

• Task Number A35f
Assigned to: email to on 27 APR98 (subsection of A35)
Originator: email to on 27 APR98 (subsection of A35)
Tasking: Conduct a screening interview of SGT, 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 MAY98

• Task Number A35g
Assigned to: email to on 27 APR98 (sub-tasking of A35a)
Originator: email to on 27 APR98 (sub-tasking of A35a)
Tasking: Conduct screening interviews of USAF fire dept personnel (SRA) 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: 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 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: b(6), b(7)(C)
Originator: 30APR98 TC email
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: 05APR98

- Task Number A35j
Assigned to: b(6), b(7)(C)
Originator: 30APR98 TC email
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 MSG[b(6), b(7)(C) operations officer for the Aviano Base security force. MSG[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: b(6), b(7)(C)
Originator: 30APR98 TC email
Tasking: Conduct screening interviews of USAF fire dept personnel (TSGT[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[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: 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 31st 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: Obtain a copy of MRE rule 902(3) regarding foreign public documents
  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: 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 verbali 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 A36c
  Assigned: NCIS (b)(6), (b)(7)(C)
  Originator: Brant email on 27APR98
  Tasking: Request that TSO EU/SWA research TSO cases to determine if Navy JAGC has ever utilized verbali as foreign public documents under rule 902(3).
  Summary of results
  On 29MAR98, LCIS (b)(6), (b)(7)(C) faxed telephonically with LCDR (TSO XO) later in the day. Stated 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 A36d
  Assigned: NCIS (b)(6), (b)(7)(C)
  Originator: Brant email on 27APR98
  Tasking: Contact USSO (U.S. Embassy Rome) to determine if sending state had ever certified verbali 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, SA met with Ms USSO Rome, Italy and obtained a copy of the memo prepared by MAJ addressing MRE 902(3).
  Date completed: 03MAY98

- Task Number A36e
  Assigned: NCIS (b)(6), (b)(7)(C)
  Originator: Brant email on 27APR98
  Tasking: Request 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, SA met with Ms USSO Rome, Italy and obtained a copy of the certificate of genuiness of signature and official position of magistrate.
  Date completed: 01MAY98

- Task Number A36f
  Assigned: NCIS (b)(6), (b)(7)(C)
  Originator: Brant 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: 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 CA). Include who the material came from and why it was provided to NCIS.
  Summary of results
  Signed sworn statement provided to SA describing how profile longitude of Cavalese cable car was obtained.
  Date completed: 01MAY98

- Task Number A37a
  Assigned to: 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: 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 SA describing how pieces of cable car wire were obtained.
  Date completed: 01MAY98

- Task Number A37c
  Assigned to: 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: 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 SA.
• Task Number A37e
  Assigned to: NCIS (b)(6), (b)(7)(C)
  Originator: TC/CALE/23B email of 31APR-01May98
  Tasking: Defense will not stipulate anything. Contact 31FW SIA'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 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 Twenty human beings died - IOS NCIS (b)(6), (b)(7)(C) provided statement regarding his receipt of the death certificates.

Date completed: 05May98

• Task Number A37F
  Assigned to: NCIS (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) will be 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: NCIS (b)(6), (b)(7)(C)
  Originator: TC/CALE phonecon 06May98
  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 AAFES 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 JAGMAN’s and explain each code on his NAVFLIR’s. Obtain a list of low-level flights for Q-4’s 1ST deployment from AUG96 - FEB97. Did any of these? If so - date, route, altitude, crew, all details of all flights. May have flown some of these also during the start of the last deployment. Check all of NAVFLIR’s and explain each code on his NAVFLIR’s.
  Summary of results
Q-4 flew only six low-levels during 1st deployment. In only one, 16JAN97 as a backseater (AV047 round). VFLIR’s were taken by the “1st investigators”. Not been returned.

Date completed: 06MAY98

- **Task Number A41**
  - Assigned to: NCIS (b)(6), (b)(7)(C)
  - 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 SJA if 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 NCIS (b)(6), (b)(7)(C) on the return of the aircraft.

- **Task Number A42**
  - Assigned to: NCIS (b)(6), (b)(7)(C)
  - Originator: NCIS (b)(6), (b)(7)(C)
  - Tasking: Have call the magistrate on 07MAY98 and ask his permission for the marines to survey the Prowler. Will not touch the aircraft only view. Have talk with 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 NCIS (b)(6), (b)(7)(C)
    - 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 MNCIS (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: NCIS (b)(6), (b)(7)(C)
  - Originator: NCIS (b)(6), (b)(7)(C)
  - 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 place 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 on 17JUL98 and was turned over to NADEP with Trial Counsel authority by SA on 23JUL98.

- **Task Number A45**
  - Assigned to: NCIS (b)(6), (b)(7)(C)
  - Originator: TC email 12MAY98
  - 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: Trial Counsel - CALE
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, 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 LCPL, 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 CPL USMC.
Summary of results
On 12JUN98, LCPL, USMC, interviewed in Incirlik, Turkey and indicated he was asked by Capt to go back to the Ready Room for the purpose of picking something up. 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 LCPL, 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, 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
(c) 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 23JUL98, 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: 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 (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 (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 -
  2. 21OCT98 -
  3. 22OCT98 -
4. 23OCT98 -

**Task Number A55a**

**Assigned to:** NCIS Team

**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

**Originator:** Trial Counsel

**Tasking:** Travel to Luson, Italy, located on leg 1 of AV047, and interview ski instructor, and locate and interview the Priest for the Luson center church, whom may be witnesses to the EA68 flying at low level on 03FEB98.

**Summary of Results**

The interview and the coordination with the Luson Carabinieri identified witnesses to the EA68 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:

Sixteen Investigative Actions reported.

Date Completed: 27OCT98

**Task Number A57**

**Assigned to:** NCIS Team

**Originator:** Trial Counsel

**Tasking:** Interview from Cavalese, Italy, and determine his position while in his tow truck when he sighted the EA68 on 03FEB98.
Summary of results
On 28OCT98, interview 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: NCIS (b)(6), (b)(7)(C)
  Originator: Trial Counsel
Contact Italian officials for the detailed coordinates relative to the locations of the radar sites. NCIS (b)(6), (b)(7)(C)

Summary of results
On 04NOV98, contact was made with COL 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 MAJ (b)(6), assigned to the Carabinieri, Judicial Police, Trento, Italy addressing the same concerns. He initiated the letter requesting the info. Two Investigative Action reported.
Cable Wires
TITLE: 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) 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) 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 SA, NCISFO Carolinas, Camp Lejeune, NC NCISFO Europe, Naples, Italy

ENCLOSURES:
(1). Envelope containing thirty-six various 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

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EXHIBIT (207)
|   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (1) | Pallet Identification Number |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (2) | Aircraft Configuration |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (3) | Originating Station |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (4) | Net Weight (Lbs) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (5) | Miscellaneous Info/This Pallet Contains |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (6) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (7) | Straps | Chains | Devices | Net Sets |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (8) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (9) | Gross Weight (Lbs) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (10) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (11) | Scale Weight Certification |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (12) | Name/Grade | Date |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (13) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (14) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (15) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (16) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (17) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (18) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| (19) | Cube This Pallet |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

CARGO

AF FORM 2279 PREVIOUS EDITION WILL BE USED

Pallet Identifier

NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
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)
Pages 2127 through 2191 redacted for the following reasons:

Exhibit (1): NCIS (b)(6), (b)(7)(C), Withheld
ACTION/LEAD SHEET (PENDING)  

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. 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 USMC (Pilot), CAPT USMC (ECMO-1), CAPT USMC (ECMO-2) and CAPT USMC (ECMO-3). Each of the mishap crew members has been charged with violations of the UCMJ. Interviews have indicated CAPT made contact with his friends in 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 remain close friends since the final address (as of 04JUN97) is USMC records indicate the was final on in Orange County, CA, under Case NCIS (b)(6), (b)(7)(C)  

ACTION/LEAD  

L.LAFC...Contact and interview her regarding her knowledge of this mishap. Determine if CAPT 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 discussed the mishap with. Attempt to obtain sworn statement. Forward results of lead tasking to CALE.

DISTRIBUTION  

NCISHQ: 0023  

ACTION: LAFC  

INFO: 0007  

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CASE SUMMARY
1. Pursuant to lead tasking set forth in reference (A), on 28APR98 reporting agent effected contact with Mr. civ, 095-28-7339, Electronics Engineer, NADEP, Jacksonville, FL. The interview was conducted at Mr. off-base office located at 233 W. Duval Street, Jacksonville. During the interview, Mr. reviewed his resume, and three memorandums separately dated 05MAR98, 16FEB98 and 10FEB98. Mr. authenticated each of the pages by initialing them in the bottom right corner. After verifying the documents, Mr. 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) were faxed to Special Agent at CALE on 28APR98; the originals were forwarded on 28APR98 via Federal Express airbill #7372787984.

EXHIBITS
(1) SWORN STATEMENT FROM 28APR98... (ORIG CALE)
(2) RESUME OF 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
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/NCIS (b)(6), (b)(7)(C), SPECIAL AGENT

REFERENCE
(A) CALE ALS/01MAY98

CASE SUMMARY
1. Ref (a) requested an interview of SGT USAF, SSN: , regarding the Aviano mishap. TSGT did not make any statements or have any first hand knowledge the Marine EA6B Prowler aircraft had flown under the cable before. However, TSGT 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 statement is exhibit (1).

EXHIBIT
(1) Stmt/29Apr98...(Orig CALE)

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NCISFO: DCWA
INFO: CALE(M)

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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/SPECIAL AGENT

CASE SUMMARY
1. The Marine EA6B Prowler mishap occurred on 03FEB98. During the ensuing JAGMAN Investigation, Mr. Electrical Engineer, NADEP, Jacksonville, FL, conducted tests on the mishap aircraft’s Radar Altimeter (RADALT) to determine if it was functioning properly. prepared his Resume and four reports documenting the results of his RADALT tests. All of the 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 Electrical Engineer, NADEP, Jacksonville, FL, to review his documents and confirm the truthfulness and authenticity of their contents. The documents prepared are:

   (1) Resume of Electrical Engineer, NADEP, Jacksonville, FL
   (2) Memorandum of 05Mar98 w/Encls
   (3) Memorandum of 16Feb98
   (4) Memorandum of 10Feb98

ACTION/LEAD
L.MPJX...Contact Mr. at NADEP, Jacksonville, FL. Ask 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.

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NCISHQ: 0023
ACTION: MPJX
INFO: MPMP

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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 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 USAF, 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. Sgt reportedly reiterated what he heard to another USAF person assigned to Aviano AFB. Sgt is currently assigned to the Power Production and Base Maintenance, 89th Civil Engineering Squadron, Andrews AFB, Washington, DC.

ACTION/LEAD

L.DCAD...Interview Sgt 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
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, 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

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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 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 Mississippi Department of Public Safety (MDPS), Jackson, MS, enlisting MDPS investigative assistance. Determined that on

Exhibits
(1) IA: Inquiries with Mississippi DPS/21Apr98...(Orig CALE only)
(2) NCISRA New Orleans completed case file/Various...(Orig CALE only)

Participating Agents
MDPS, Jackson, MS

DISTRIBUTION
NCISHQ: 0023
INFO: GCPF/CALE (M)

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CASE SUMMARY

1. Subsequent to reference (a), LTCOL [redacted], 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
ACTION/LEAD SHEET (RUC) 17APR98

DEATH (I) 15APR98-0023-0036-7HLS

I/HARFORLANT NORFOLK, VA/ASSISTANCE TO THE AVIANO HISION JUDICIAL PROCESS

COMMAND/HARFORLANT NORFOLK, VA/20100

MADE AT/GCCC/CORPUS CHRISTI, TX/SPECIAL AGENT REFERENCE CALE ALS/15APR98

CASE SUMMARY

1. IN ACCORDANCE WITH LEAD TASKING SET FORTH IN REFERENCE (A), ON 17APR98, STUDENT CONTROL OFFICER, CHIEF OF NAVAL AIR TRAINING (CNATRA), NAS CORPUS CHRISTI, TX WAS CONTACTED. 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. RELATED THAT USN AVIATOR TRAINING JACKET SUMMARY CARDS ARE KEPT AT CNATRA AND WERE THUS EASILY ACCESSIBLE. 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 (CALE) DETERMINED THAT THE FLIGHT SUMMARY CARDS WOULD LIKELY CONTAIN SUFFICIENT INFORMATION, AS REQUESTED IN REFERENCE (A). THE AFOREMENTIONED INFORMATION WAS SUBSEQUENTLY RECEIVED FROM AND IS BEING FORWARDED AS EXHIBITS (1)-(4).

EXHIBITS

(1) USN SUMMARY CARD/ VARIOUS...(COPY CALE ONLY)
(2) USN SUMMARY CARD/ VARIOUS...(COPY CALE ONLY)
(3) USN SUMMARY CARD/ VARIOUS...(COPY CALE ONLY)
(4) USN SUMMARY CARD/ VARIOUS...(COPY CALE ONLY)

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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 #1512 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 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 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

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ACTION/LEAD SHEET (OPEN) 15APR98

DEATH (1) 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. 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
I.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)

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NCISHQ: 0023
ACTION: EUNA
INFO: WWSSD

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Pages 2204 through 2209 redacted for the following reasons:
- - - - - - - - - - - - - - - - - - - - - - - - - - - -
Referred to the United States Marine Corps
LIST OF SIGNIFICANT INTERVIEWEES AS PROVIDED BY ITALIAN MAGISTRATE

policeman with traffic control duties in the Cavalese Police Department. tel no. Vantage point: Sottocastello Di Cavalese, below the church of San Valier.

Vantage point: Half way station for the cable car, @ 2 km from where cable car fell.

cable-car engineer. Vantage point: Getting into cable car at base station, from Cavalese towards Dossdeilarisi.

employee Alpe Cernis cable-car. Cavalese.

Vantage point: in the square in front of house, Cavazzal, Cavalese (view of the whole cableway, less a couple of meters).

Vantage point: driving along Valley Road 232, towards Predazzo Molina, immediately before where cable was lying across the road.

Vantage point: at halfway cable car stop, Doss Dei Laresi. Loaded passengers/victims on cable car just before accident.

Vantage point: driving along road from Molina to Castello di Fiemme (Trento), 300 meters after the last house in Molina (di Fiemme?) in Via Weber where the road turns left.

Vantage point: Masi di Cavalese, in the courtyard of parents, situated on the left bank of the Avisio River @ 1 ½ km from where the cable car fell as the crow flies.

Vantage point: outskirts of Ciaigo, north of Vezzano di Trento (w/hand held GPS).

Vantage point: returning home from Enaip Center in Ossano il Val di Sole, close to Male, towards Cles around left bend.

Vantage point: at home, S. Michele a/A (Trento), via Tamanini.
Vantage point: meeting in Agrarian Institute in San Michele All-Adige (Trento), in experimental section headquarters building, 2nd floor.

Vantage point: hill called Cime above Mastellina.

Vantage point: town called Mastriago.

Vantage point: driving through village of Dimaro.

Vantage point: Agip gas station, Pellegrino.

Vantage point: working at Alpe Cermis cable car, waiting room for passengers.

Vantage point: building the roof of house in Capriana.

Vantage point: Junction just past bridge at Masi di Cavalese.

Vantage point: walking along Marcialonga track in Masi di Cavalese about 300 meters from cableway.

Vantage point: between Trento & Bolzano.

Vantage point: driving main road connecting Trento and Bolzano towards Bolzano, just past Salorno.

Vantage point: N/A. Cleared flight for takeoff from Aviano & in Aviano when the plane called in an emergency & when plane landed.

Vantage point: N/A. In radar room, Aviano Air Base for takeoff and landing of plane.

Vantage point: N/A. In radar room, Aviano Air Base for takeoff and landing of plane.
Vantage point: town of Mastellina.

Vantage point: Q8, via Nazionale.

Vantage point: home, Mezzana, via Nazionale, 117.
Action/Lead Sheet (Pending) 07JUL98

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, 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. Inquiries of California Department of Motor Vehicles (DMV) records were made in an attempt to identify any vehicles registered to Ms. There are presently no vehicles registered to Ms. or Ms. in California. Additional attempts to contact the residents at have been unproductive. Lead tasking remains pending additional attempts to locate and interview Ms. Submission of this report was delayed due to Reporting Agent being on leave from 27JUN98-06JUL98.

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NCISHQ: 0023
INFO: CALE/0007/LAFC

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Page 1 LASC (b)(6), (b)(7)(C)
CASE SUMMARY

1. Ref (A) was submitted on 16JUN98, reflecting lead tasking was pending additional attempts to locate and interview Ms. Numerous attempts to contact Ms. or the occupants of the residence have been unproductive. Lead tasking remains pending additional attempts to locate and interview Ms.

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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 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. concerning who is renting his property at On 10JUN98, Mr. telephoned NCISRA El Toro, CA and identified the tenant renting his property. Mr. did not provide any additional information. Lead tasking is pending additional attempts to locate and interview Ms.

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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/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/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. at her present address of Numerous attempts to contact Ms. that residence have been unproductive. On 05JUN98, a letter requesting verification of her residing there was mailed to the owner of the property Mr. Lead tasking is pending the possible interview of Ms.

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PAGE 1

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RETRANSMIT OF (23HQ'S OSC 354 DATED 09:45 06/03/98)

IN~T #454
OUT:0023-7H #2174.

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/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/ 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. at her present address of Additional attempts to contact and interview Ms. at her address have been unproductive. Lead tasking remains pending continued efforts to interview Ms. Submission of this report was delayed due to Reporting Agent being TAD from 18MAY98-25MAY98.

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002336
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/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/ 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. Additional inquiries reflect Ms. current address is Lead tasking requested in Ref (A) remains pending the interview of Ms. Estimated date of completion for lead tasking is 15MAY98.

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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/ SPECIAL AGENT

REFERENCES (A) LAST ALS/08MAY98

CASE SUMMARY
1. After review of ref (a), electronic database inquiries were conducted in an attempt to locate. 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 was determined to be: The owner of the property was identified as who also lives there. Other occupants were identified as and .

3. An address history was developed for as follows:

The address on was also listed as a 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.

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PAGE 1 OF 2

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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/ SPECIAL AGENT

REFERENCE
(A) CALE ALS (PENDING)/07MAY98

CASE SUMMARY
1. As requested in ref (A), CAPT USMC was interviewed at DCQV by Participating Agent on 07May98 and provided a sworn statement regarding his knowledge/recollection of the 16Jan97 flight with CAPT which is appended as exhibit (1).

2. Telephonic contact with DCWA revealed that MAJ USMC is currently assigned to MCCDC Quantico, therefore lead coverage would be handled by DCQV.

3. On 07May98, MAJ was interviewed by Reporting Agent (RA) and provided a sworn statement regarding his recollection of the 16Jan97 flight with CAPT and the AV047 low level route, exhibit (2) pertains.

EXHIBITS
(1) Sworn Statement ...07May98... (Orig CALE only)
(2) Sworn Statement ...07May98... (Orig CALE only)

PARTICIPATING AGENT
Special Agent, NCISRA Quantico

DISTRIBUTION
NCISHQ: 0023B
INFO: DCWA/CALE (M)

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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/SPECIAL AGENT

REFERENCE (A) CALE ALS /07MAY98

CASE SUMMARY
1. IRT lead tasking set forth in reference (A), it was determined Major 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 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

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AUTHORIZATION FROM THE 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/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA/NCIS (b)(6), (b)(7)(C) 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. were made at her last known address of A check of the California Law Enforcement Teletype System (CLETS), shows her present address under her 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. are ongoing. Lead tasking is pending additional attempts to locate and interview Ms.

PARTICIPATING AGENT

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

ACTION/LEAD

L.CALE... Attempt to locate a forwarding address for Ms. or any other information that may be helpful in locating her.

DISTRIBUTION

NCISHQ: 0023 ACTION: CALE INFO: 0007/LAFC

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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/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
CASE SUMMARY
1. IAW Reference (A), on 05Feb99, CAPT USMC, 225-13-4135, MAWTS-1, MCAS Yuma, AZ, was interviewed regarding his knowledge of low level route AV047 in Italy. Related he had flown a low level route near Aviano, Italy, which had been previously certified by the US Air Force. Stated he could not recall the number of the route, however, gave a brief description of the route. 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 05Feb99... (orig CALE only)

DISTRIBUTION
NCISHQ: 0023B
INFO: CALE (M)/SDND
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/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 did a survey of this route circa JAN95, prior to the time any USMC EA6B squadrons started flying the route. MAJ is currently assigned to MOTS-1 at Marine Corps Air Station (MCAS) Yuma, AZ.

ACTION/LEAD
L.SDYU...Contact and interview MAJ. 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 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
NCISHQ: 23Bl
ACTION: SDYU
INFO: SDND

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RETRANSMIT OF (23HQ'S OSQ 76 DATED 14:26 02/05/99 
MSQ 892411)

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/SPECIAL AGENT

REFERENCE (A) LAET ALS/09DEC98

CASE SUMMARY

1. Subsequent to the submission of Ref (A), Reporting Agent (RA) drove to [REDACTED]. 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]. Exhibit (1) pertains. No other pertinent information was obtained.

EXHIBIT (1) IA: [REDACTED]

28Jan99...(CALE only)

DISTRIBUTION

NCISHQ: 23B1
NCISFO: CALE (M)
INFO: LAFC

002346
CASE SUMMARY
1. In response to reference (A), the LEXIS/NEXIS data base was queried for newspaper articles pertaining to interviews with Capt USMC, Exhibit (1) pertains a 16Jul98 interview with a staff writer at The Denver Post. Exhibit (2) pertains newspaper articles with interviews/comments from Capt USMC, 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/ /16Jul98...(Copy All)
(2) IA: Newspaper Articles/Various...(Copy All)

DISTRIBUTION
NCISHQ: 0023
INFO: CALE
General says inspectors showed bias

By 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. 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."

was appointed by MARFORLANT Commander Lt. Gen. as president of the CIB, whose members probed the cause of the accident.

Questioned for nearly three hours by defense attorneys for Capts., the pilot, and the navigator, 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, commanding general of 3d Marine Aircraft Wing in Miramar, Calif., was the second general ordered to testify by military judge Lt. Col. this week. He and 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 superiors and 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," said.

Testimony concurred with militant testimony held Monday, that the two talked daily about the progress of the investigation, but not about the contents. said he sent copies of the board’s drafts to commandant of the Marine Corps Gen. attorney because would be at Marine headquarters in Washington for a few days.

In addition, spoke with by telephone on several occasions.

“I did have a couple legal questions," said the two-star general. " I never made any reference..."
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 said Sunday.

For reporters to be forced to divulge such information violates protections guaranteed by the First Amendment, 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. NCIS (b)(6), (b)(7)(C) the pilot, and Capt. NCIS (b)(6), (b)(7)(C) the navigator, are scheduled for court-martial on charges of manslaughter and negligent homicide NCIS (b)(6), (b)(7)(C). The trial is scheduled for Feb. 4, for Feb. 22. Rolling Stone published an article on the gondola tragedy in its Dec. 10 issue. The subpoena seeks to force editor (b)(6), (b)(7)(C) and contributing editor (b)(6), (b)(7)(C), 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 Capt. NCIS (b)(6), (b)(7)(C) one of two back-seat officers in the jet, who was previously cleared of wrongdoing.

On Friday, lawyer NCIS (b)(6), (b)(7)(C) 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. NCIS (b)(6), (b)(7)(C) 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)
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

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.

Attorney 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.

"We are here to say that these victims' families should have the same fair justice, fair and expeditiously as the cable car company," said.

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.

Congress dropped a provision that would have created a $60 million pool of money to handle claims by the families, according to said.

Families of cable car accident victims want compensation from U.S.

January 12, 1...

million from U.S.

...was joined by 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.

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.

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., 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. the pilot, and Capt. 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.
CNN - Families of cable car accident victims want compensation from U.S. - January 12, 1.

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

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Marine Was to Tape Fatal Italian Flight Witness

Reuters
13-JAN-99

CAMP LEJEUNE, N.C., Jan 13- 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.

Capt. [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 spirited the videotape out of the cockpit of the damaged electronic surveillance jet after returning safely to the Aviano air base.

The Marines, [redacted], will be court-martialed on Feb. 4, and trial opens on Feb. 22.
and another Marine, Capt., 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.

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.

who was in Italy last year to lay the groundwork for a new squadron heading for the Aviano air base, said 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," 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 camera will be introduced as evidence in the courts-martial.

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ACTION/LEAD SHEET (PENDING)  

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/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 (ECMO) are pending GCM proceedings at Marine Corps Base (MCB), Camp Lejeune, NC (CLNC). Information was developed by Trial Counsel (TC) that CAPT III, USMC, ECMO (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 may 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.  

ACTION/LEAD  

A. Conduct inquiries of LEXIS/NEXIS and any other available data bases for the aforementioned media interviews. Provide results to SA CALE, CML: FAX: NCIS (b)(6), (b)(7)(C)  

DISTRIBUTION  

*SIHQ*  

NCISHQ: 23BI  

ACTION: 23CI  

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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 MISFAP JUDICIAL PROCESS

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/LAET/EL TORO, CA, SPECIAL AGENT

REFERENCE (A) LAET ALS/30NOV98

CASE SUMMARY

1. Subsequent to the submission of Ref (A), Participating Agent (NCIS (b)(6), (b)(7)(C)) in an attempt to locate an unidentified female (NCIS (b)(6), (b)(7)(C)) in an attempt to locate (NCIS (b)(6), (b)(7)(C)) This woman (NFI) advised she did not know anyone by the name (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 (NCIS (b)(6), (b)(7)(C)) in a telephone message to Reporting Agent (NCIS (b)(6), (b)(7)(C)) stated she could not be of assistance in this matter and had provided the same information to (NCIS (b)(6), (b)(7)(C)) Exhibit (2) pertains. No other pertinent information was obtained.

EXHIBIT

(1) IA: Attempt to locate (NCIS (b)(6), (b)(7)(C)) 02Dec98...(CALE only)
(2) IA: Attempt to locate (NCIS (b)(6), (b)(7)(C)) /07Dec98...(CALE only)

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

DISTRIBUTION

NCISHQ: 23B1
NCISFO: CALE (M)
INFO: LAFC

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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/ SPECIAL AGENT

REFERENCE
(A) LAET ALS/24NOV98

CASE SUMMARY
1. Subsequent to the submission of Ref (A), Participating Agents (PAs) attempted to locate in Laguna Niguel, CA. This attempt was negative, Exhibit (1) pertains.

EXHIBIT
(1) IA: Attempt to locate 30Nov98...(CALE only)

Participating Agents
NCIS (b)(6), (b)(7)(C)
Investigator, CID, PMO, MCAS El Toro, CA

DISTRIBUTION
NCISHQ: 23B1
NCISFO: CALE (M)
INFO: LAFC

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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 SPECIAL AGENT

REFERENCE (A) LAET ALS/16NOV98

CASE SUMMARY

1. Subsequent to the submission of Ref (A), Participating Agent attempting to locate This attempt was negative, Exhibit (1) pertains.

EXHIBIT (1) IA: Attempt to locate 23Nov98... (CALE only)

Participating Agent

Special Agent, NCISRA El Toro, CA

DISTRIBUTION

NCISHQ: 23B1
NCISFO: CALE (M)
INFO: LAFC

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CASE SUMMARY
1. Pursuant to the lead in ref (a), Capt was interviewed. He stated Capt made no comments to him in reference to the Aviano mishap. Exhibit (1) pertains.

EXHIBIT
(1) IA: Interview of 19Nov98 ...(Copy all/less SDND)
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/NCIS (b)(6), (b)(7)(C) 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 CAPT/USMC, revealed he was out in the field, at the Survival, Evasion, Resistance and Escape (SERE) School in the area of Rangeley, ME, and was not due to return until after the prescribed deadline for lead completion. Re-contact with requestor, SA CALE, conceded the utilization of a telephonic interview due to the SJA deadline for information.

2. A message was sent by command to contact reporting agent. As a result, contacted reporting agent and stated he has not had any contact with CAPT since the incident at Aviano. A results of interview was completed and is appended as exhibit (1).

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INFO: NEPN/NENP/CALE(M) (F)

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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 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 USMC, 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 and CAPT older E-mails were located indicating the two were good friends and had discussed snowboarding and possible business ventures. Captain active in winter sports and co-owner of company known as "Confusion Snowboards".

ACTION/LEAD
L.NEBK...Conduct interview of CAPT is assigned to SERE at NAS Brunswick, ME. Ascertain relationship with CAPT and determine if CAPT had any contact with CAPT since the mishap occurred. If so, determine specific details of information about the mishap learned from CAPT. Concluding what CAPT said about the crime, what CAPT 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 said about how the investigation was being conducted. Obtain sworn statement and provide to CALE. Expeditions handling requested due to 20Nov98 SJA deadline, advance fax copy requested.

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ACTION: NEBK
INFO: NENP
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/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 USMC, 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 USMC had contact with numerous persons after the mishap occurred via USMC E-mail, including CAPT USMC, MP CO, HQBN, 1st Marine Division, Camp Pendleton, CA.

ACTION/LEAD
L.SDPE...Conduct interview of CAPT to ascertain relationship with CAPT. Specific information about the mishap learned from CAPT, including what said about the crime, what 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 said about how the investigation was being conducted. E-mails between the two did not mention specifics of the mishap, but 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

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PAGE 1

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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 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 Confusion Snowboards. Confusion Snowboards 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 6Nov98 (CALE only)

(2) IA: Attempt to locate Confusion Snowboards/16Nov98 (CALE only)

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NCISHQ: 23Bl

NCISFO: CALE (M)

INFO: LAFC

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ACTION/LEAD SHEET (RUC)

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/NCIS (b)(8), (b)(7)(C) SPECIAL AGENT

REFERENCE
(A) CALE ALS (PENDING)/06NOV98

CASE SUMMARY
1. Subsequent to reference (a), LTCOL USMC, Executive Officer, VAQ-129, NAS Whidbey Island, provided excerpt copies of the requested "Low Altitude" training, syllabus, and missions. According to 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 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)

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NCISHQ: 0023
INFO: CALE (F)/(M)/PSBG

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002368
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/ 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 USMC, CAPT USMC, CAPT USMC, and CAPT 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)

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INFO: CALE (M)

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ACTION/LEAD SHEET (PENDING)

CONTROL: 15APR98-0023-0036-7HMS

DEATH (I)

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

COMMAND/MARFORLANT, NORFOLK, VA/20100

MADE AT/CALE/CAMP LEJEUNE, NC 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, the pilot of the mishap aircraft, is co-owner of Confusion Snowboards located in Southern California. CDB Infotek inquiries disclosed CAPT co-owns the business with a SSN: NSI (b)(6), (b)(7)(C) residing at NSI (b)(6), (b)(7)(C). Exhibit (1) provides details. Review of CAPT government email account disclosed about 3 days after the aircraft mishap, CAPT sent an e-mail to from Italy. The topic of the email related to continued business ventures.

2. MAJ, USMC, Trial Counsel, has requested NCIS interview and attempt to ascertain the following: Details of any conversations and CAPT have had since the mishap, specifically any details CAPT 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 and prior to and following the mishap; attempt to seize any photographs, videotapes, etc... provided to CAPT specifically any depicting the Italian Alps.

ACTION/LEAD

L. LAET... Utilize Exhibit (1) to locate and interview regarding the above. In addition to the above, questions should be asked to attempt to determine if 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 and SA. Due to a

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PAGE 1
20NOV98 discovery deadline, trial council has requested expeditious handling.

EXHIBIT
(1) IA: RESULTS OF INQUIRIES/CONFUSION SNOWBOARDS/14OCT98...
COPY LAET ONLY)

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NCISHQ: 23B1
ACTION: LAET (FEDEX)
INFO: LAFC
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/ 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 [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 [NCIS (b)(6), (b)(7)(C)] pilot of the aircraft, and Captain [NCIS (b)(6), (b)(7)(C)] ECMO-1 on the flight. This information should be relative to training period at PSWH for the individuals [NCIS (b)(6), (b)(7)(C)] began training with VAQ-129 on 1/95 and [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 [NCIS (b)(6), (b)(7)(C)] relative to their background investigations for security clearances and furnish same to CALE.

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NCISHQ: 23B1
ACTION: 23CI/PSWH
INFO: PSBG

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002372
RETRANSMIT OF (23HQ’S OSQ D309 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 SPECIAL AGENT

REFERENCE (A) CALE ALS/21OCT98

CASE SUMMARY
1. On 28OCT98, the cable pieces received from CALE, were provided to LCOL 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

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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/ SPECIAL AGENT

REFERENCE
(A) CALE ALS (PENDING)/20OCT98

CASE SUMMARY
1. In response to reference (A), VMAQ-2 personnel e-mail messages of CAPT USMC, CAPT USMC, and CAPT USMC, were reviewed and pertinent messages copied. Copies of the e-mail messages were provided to MAJ 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)

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INFO: CALE

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**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/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 NCSRA Patuxent River via Federal Express overnight delivery.

**ACTION/LEAD**

Upon receipt of Federal Express shipment and original ECD, provide contents to MAJ or LTCOL both of NAVAIR. Provide copy of signed ECD showing transfer of custody to NAVAIR personnel to CALE Evidence Custodian.

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**NCISHQ:** 23Bl
**ACTION:** DCPX
**INFO:** DCWA

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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/ 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, CAPT, and CAPT, 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 USMC, Trial Counsel. If further clarification on what is being requested is needed, contact MAJ USMC, or E-mail MAJ USMC.

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NCISHQ: 23Bl
ACTION: 23CI

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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/ 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)

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INFO: CALE

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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/ SPECIAL AGENT NCIS (b)(6), (b)(7)(C)

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 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 USMC, Trial Counsel, has requested NCIS conduct a search to learn as much as possible about this company and determine if CAPT is 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 does have interest in this company. Of special interest would be any photographs which may depict CAPT or any scenery possibly in the Italian Alps. Per phonecon and E-mail with Special Agent (SA) and E-mail with SA 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 questions should be asked to try and determine if CAPT 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 or E-mail

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

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ACTION/LEAD SHEET (RUC)  

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. Imaging Technology Specialist, NASA Lewis Research Center, Cleveland, Ohio. A blurry photograph and a #28 negative were provided and were asked to examine them both, clarify them if he could and to reproduce a clearer image photograph. Procedures were documented and are set forth in exhibit (1). 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 18Aug98... (Orig CALE only)  

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NCISHQ: 23B1  
INFO: GCPF/GCGL/CALE (M)
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/ 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.

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. MAJ scheduled an appointment with Mr. 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. to examine them.

ACTION/LEAD

L.GCCL... As previously discussed telephonically, contact 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 Mr. for him to attempt to clarify. Document efforts in an investigative action report. FEDEX all items, including any new images produced by via chain of custody to CALE.

DISTRIBUTION *SIHQ*

NCISHQ: 23B1
ACTION: GCCL
INFO: GCPF/GCGL

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PAGE 1
ACTION/LEAD SHEET (RUC) 23JUL98

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/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. on 22JUL98. Pursuant to lead tasking in Ref (A), contact was made with Ms. on 22JUL98. Ms. 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 Ms. on 23JUL98...(Copy CALE only)

PARTICIPATING AGENTS
NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA
NCIS (b)(6), (b)(7)(C) Special Agent, NCISRA El Toro, CA

DISTRIBUTION
NCISHQ: 0023
INFO: CALE (M)/0007/LAFC

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NCIS (b)(6), (b)(7)(C)
ACTION/LEAD SHEET (PENDING) 14JUL98

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 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. Records of Orange County Sheriff's Department, Santa Ana, CA, are being reviewed in an attempt to obtain present address. Lead tasking remains pending additional attempts to locate and interview Ms.

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NCISHQ: 0023
INFO: CALE/0007/LAFC
ACTION/LEAD SHEET (PENDING) 09JUL98

DEATH (1)  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 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)/0/JUL98...(Orig CALE only)

Participating Agents
NCIS (b)(6), (b)(7)(C)
C, NCISFU Europe, Naples, IT
ISFU Europe, Naples, IT
SA, NCIS Rota, SP
A, NCISRU Rome, IT
CISFU Europe, Naples, IT
SA, NCISFU Europe, Naples, IT
Cl, NCISFU Europe, Naples, IT
OS, NCISRU Sigonella, IT
ISFU Europe, Naples, IT
SA, NCISRU Sigonella, IT
NCISRU London, UK
La Maddalena, Sardinia, IT

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INFO: CALE (M)

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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 SGT (b)(6), (b)(7)(C))
A1a - (Interview MAJ (b)(6), (b)(7)(C))
A1b - (Interview TSGT (b)(6), (b)(7)(C))
A1c - (Interview MAJ (b)(6), (b)(7)(C))
A1d - (Interview SSCE (b)(6), (b)(7)(C))
A1e - (Interview SSGT (b)(6), (b)(7)(C))
A1f - (Interview SSGT (b)(6), (b)(7)(C))
Alg - (Authenticate tower tape)
A1h - (Interview SSGT (b)(6), (b)(7)(C))
A2 - (Identify, locate and determine airports in area) ***
A3 - (Obtain copy of tape from Padova airport) ***
A4 - (Obtain copy of ATC tower tape)
A4a - (Determine timehack, lat/long, airspeed) **
A4b - (Calibration of clock) **
A4c - (Seize AWACS tape) **
A5 - (Show photograph to village witnesses) ***
A5a - (Interview SGT (b)(6), (b)(7)(C))
A5b - (Interview SGT (b)(6), (b)(7)(C))
A5c - (Interview SGT (b)(6), (b)(7)(C))
A5d - (Interview SGT (b)(6), (b)(7)(C))
A5e - (Interview SGT (b)(6), (b)(7)(C))
A5f - (Interview SGT (b)(6), (b)(7)(C))
A5g - (Interview SGT (b)(6), (b)(7)(C))
A5h - (Interview SGT (b)(6), (b)(7)(C))
A5i - (Interview SGT (b)(6), (b)(7)(C))
A5j - (Interview SGT (b)(6), (b)(7)(C))
A5k - (Interview SGT (b)(6), (b)(7)(C))
A5l - (Interview SGT (b)(6), (b)(7)(C))
A5m - (Interview SGT (b)(6), (b)(7)(C))
A5n - (Interview SGT (b)(6), (b)(7)(C))
A5o - (Interview SGT (b)(6), (b)(7)(C))
A5p - (Interview SGT (b)(6), (b)(7)(C))
A5q - (Interview SGT (b)(6), (b)(7)(C))
A5r - (Interview SGT (b)(6), (b)(7)(C))
A5s - (Interview SGT (b)(6), (b)(7)(C))
A5t - (Interview SGT (b)(6), (b)(7)(C))
A5u - (Interview SGT (b)(6), (b)(7)(C))
A5v - (Interview SGT (b)(6), (b)(7)(C))
A5w - (Interview SGT (b)(6), (b)(7)(C))
A5x - (Interview SGT (b)(6), (b)(7)(C))
A5y - (Interview SGT (b)(6), (b)(7)(C))
A5z - (Interview SGT (b)(6), (b)(7)(C))
A5aa - (Interview SGT (b)(6), (b)(7)(C))
A5ab - (Interview SGT (b)(6), (b)(7)(C))
(obtain 3 set of photos of NATO planes) **
(Interrogation and show photos to NCIS (b)(6), (b)(7)(C)
(Interrogation of...
(Interrogation of...
(Interrogation of...
(USMC aircraft complaints Mar-Sep96/Aug97-Feb98) **
(Interrogation of...
(Interrogation of...
(Recontact LCOI for complaints CY96) **
(Interrogation of...
(Review turnover binders) **
(Obtain AWACS tape) ***
(Interrogation of USAF that gave Q-2 in brief) **
(Interrogation of...
(Interrogation of...
(Interrogation of...
(Interrogation of...
(Reinterrogation MAJ on suspense/review 31DEC97) **
(Interrogation of...
(Interrogation of...
(Obtain copy of Italian site survey)
(amount of damage to real property) **
(Contact MAJ Steve Forjohn) **
(Find POC at mod scene simulator) **
(coordinate with Magistrate/embassy for interview of Italians) **
(interview of... defense) **
(coordinate with USMC Survey crew)
(obtain copy of final Italian site survey) **
(check Cavalese hotels)
(Interrogation of...
(Interrogation of...
(Interrogation of...
(Interrogation of...
(Obtain phone number for NCIS (b)(6), (b)(7)(C)*
(research... company) **
(contact Aviano AFB MWR) **
(process cockpit and mishap aircraft)*
(interviews at USAF MWR facilities) **
(interviews at USAF MWR facilities) **
(research Q-2 phone records) **
(research email process for the marines) **
(interview CONUS (b)(6), (b)(7)(C) USAF) **
(Locate a bridge)
(interview Q-4 maintenance) **
(interviews to NCIS (b)(6), (b)(7)(C)*
A31d -
A31e -
A31f -
A31g -
A31h -
A31i -
A31j -
A31k -
A31l -
A31m -
A31n -
A31o -
A31p -
A31q -
A31r -
A32 -
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A35 -
A35a -
A35b -
A35c -
A35d -
A35e -
A35f -
A35g -
A35h -
A35i -
A35j -
A35k -
A36 -
A36a -
A36b -
A36c -
A36d -
A36e -
A36f -
A37 -
A37a -
A37b -
A37c -
A37d -
A37e -
A37f -
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A43 -
A44 -
A45 -
A46 -
A47 -
A48 -

NCIS (b)(6), (b)(7)(C)
A49 - NCIS (b)(6), (b)(7)(C) (obtain transfer of evidence from Italian authorities) 2(4)
A50 - (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; SGT, have her listen to tower tapes of conversation with anyone else they spoke with on the tape.

- Task Number A1a
  Assigned to: ______________________
  Originator: B of modified 29MAR98 tasking
  Tasking: Reinterview tower personnel; Maj, have him listen to tower tapes of conversation with anyone else they spoke with on the tape.

- Task Number A1b
  Assigned to: ______________________
  Originator: B of modified 29MAR98 tasking
  Tasking: Interview tower personnel who may have heard or observed details between other personnel in the tower.

Summary of results
  The air traffic controller supervisor on 03Feb98. He recalls uneventful clearing of mishap aircraft for takeoff. Approximate 1 hour later, aircraft squacked “7700” - distress. Repeated to tower from Radar Control (RADCON). RADCON had communication with aircrew after distress signal was squacked. Tower had no contact with aircraft until approximately 1-2 miles out from airport. Monitored transmission between SGT and pilot. Uneventful - routine landing transmission. 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: ______________________
  Originator: B of modified 29MAR98 tasking
  Tasking: Interview tower personnel; SSgt, who may have heard or observed details between other personnel in the tower with Ashbey (need good statements).

Summary of results
  She overheard part of radio/telephone conversations: (1) between pilot during distress call; (2) between 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.
  Date completed: 23APR98

- Task Number A1d
  Assigned to: ______________________
  Originator: New task - Sub task
  Tasking: Interview tower personnel 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: NCIS (b)(6), (b)(7)(C)

NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
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NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
NCIS (b)(6), (b)(7)(C)
Originator: New task - Sub task
Tasking: Interview tower personnel; #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; #30 Assistant Air Traffic Controller at Radar Room, Aviano Air Base (need good statements).

- Task Number A1g
  Assigned to: 
  Originator: Phonecon with 23APR98
  Tasking: (follow on to A1c). Once a copy of the tower tape is obtained, have SSGT USAF, authenticate the tape and voices.

- Task Number A1h
  Assigned to: 
  Originator: 23APR98 email
  Tasking: (follow on to A1c). Interview SRA 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
Interviewed and provided a sworn statement. Working in control tower the date of incident. Working in control tower the date of incident. Witnessed landing of Prowler. No erratic behavior. Never spoke to aircrew. Monitored conversation (part) between SOF and pilot after aircraft landed. 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: 
  Originator: F of modified 29MAR98 tasking
  Tasking: Interview CO LS 827 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
The interim MISHAP investigation board was established by Gen immediately after the mishap on 03FEB98 and disestablished on 05FEB98 upon arrival of the Marine Corps. Col. could not provide times, but did provide participants names and other info.
Date completed: 24APR98

- Task Number A3
  Assigned to: 
  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 A7C, 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)(A) with NCIS (b)(6), (b)(7)(C) Logistics officer, ODO, AMEMBASSY 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: K of modified 29MAR98 tasking
Originator: 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: 20APR98 email
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
- Cal prior to completion

Summary of results
Statement made by . 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 email
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).
Date completed: 27/28 APR98

• Task Number A4c
Assigned to: NCIS (b)(6), (b)(7)(C)
Originator: Phonecon and email from 24APR98
Tasking: Seize AWACS tape as evidence and forward to CALE by most expeditious means.

Summary of results
Upon telecom with CAPT and NATO, it was agreed to not seize these tapes. Info from the tapes, requested by NCIS (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:
   Originator: 21APR98 fax
   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
   Tasking: Witnesses that saw the EA-6B before the mishap occurred; (#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
   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
   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
   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
   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
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 NCIS (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 NCIS (b)(6), (b)(7)(C)
  Tasking: Witnesses that saw the EA-6B before the mishap occurred; Misconel (#05) Standing in Cavazzal, Cavalese, though aircraft went underneath, or hit, cables.

- Task Number A5k
  Assigned to: 
  Originator: 21APR98 fax from NCIS (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 NCIS (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 NCIS (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 NCIS (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: 
  Originator: 21APR98 fax from NCIS (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 NCIS (b)(6), (b)(7)(C)
U.S. NAVAL CRIMINAL INVESTIGATIVE SERVICE

ACTION/LEAD SHEET (PENDING)  

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 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 ECMO-2 and CAPT USMC ECMO-3. At issue during the Article 32 is the past experience of regarding low level training flights. Review of records disclosed CAPT was deployed to Aviano, Italy with his current squadron, VMAQ-4, between 01SEP96-27FEB97. Flight records indicate ECMO-2 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. ECMO-1 (front seat) was identified as CAPT USMC, who is assigned to AWS, MCB Quantico, VA. The ECMO-1 (front seat) was ECMO-1, who is assigned to HQMC.  

ACTION/LEAD  

L.DCWA...Interview MAJ regarding the 16JAN97 low level training flight identified above. Determine details of participation and performance on that flight. Follow guidance discussed between CAPT and SA during their 06MAY98 telephone conversation. Attempt to obtain sworn statement. Forward results of lead tasking to CALE.  

L.DCQV...Interview CAPT 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  

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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 NCIS (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: 
  Originator: 21APR98 fax from NCIS (b)(6), (b)(7)(C) 
  Tasking: Witnesses that saw the EA-6B before the mishap occurred; Defrancesco (#01) 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 NCIS (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 NCIS (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 NCIS (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 NCIS (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 NCIS (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: 
  Originator: 21APR98 fax from NCIS (b)(6), (b)(7)(C)
Tasking: Witnesses that are Alpe Cermis Cable-car employees; 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 30 MAY 98. 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: 30 MAY 98

• Task Number A5y
Assigned to: 
Originator: 21 APR 98 fax
Tasking: Witnesses that are Alpe Cermis Cable-car employees; Cable-car engineer (didn’t see aircraft).

Summary of results
Interviewed at the Italian Trento Magistrate’s office on 30 MAY 98. He was 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: 30 MAY 98

• Task Number A5z
Assigned to: 
Originator: 21 APR 98 fax
Tasking: Witnesses that are Alpe Cermis Cable-car employees; Costa (#03).

• Task Number A5aa
Assigned to: 
Originator: 21 APR 98 fax
Tasking: Witnesses that are Alpe Cermis Cable-car employees; Deola (#09). Saw aircraft after impact.

• Task Number A5ab
Assigned to: 
Originator: 23 APR 98 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: 
Originator: Phonecon with TC/26 APR 98
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 555th FS Intel shop provided copies of aircraft profiles of aircraft flown in the area except for the f-14.
Date completed: 06 MAY 98

• Task Number A5ad
Assigned to: 
Originator: Phonecon with TC/26 APR 98
Tasking: If the Italian witnesses (A5b) or Delmarco (A5c) identify any aircraft in the photographs shown (ASac), 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 NCIS (b)(6), (b)(7)(C)
  Originator: 21APR98 fax, 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 (ASac). Saw 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 NCIS (b)(6), (b)(7)(C)
  Originator: M of 29MAR98 tasking
  Tasking: Locate and interview COL USAF. 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 GEN prior to the close of the board.

**Summary of results**
- 22APR98 - 1000- Spoke with SSGT USAF, returns on 04MAY98.
- 04MAY98, ASAC telephoned SAC and indicated after speaking with Trial Counsel regarding this investigation, it would be best not to interview COL at this time.
Date completed: 05MAY98

- **Task Number A7**
  Assigned to: NCIS (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: NCIS (b)(6), (b)(7)(C)
  Originator: O of 29MAR98 tasking
  Tasking: COL USAF submitted a memo stating that he never received any complaints - please interview him.

**Summary of results**
Interviewed 24APR98. No recent of noise complaints to his command. Other area airports which may have communications between USAF and Aviano would be Padova. Provided info re: procedures how to request that tape via Embassy. 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**
  Reviewed on 23APR98. Reviewed all files on low-level noise complaints during timeframe Q-'s were here. 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 to follow up on correspondence regarding low level complaints.
  **Summary of results**
  Reviewed on 24APR98. Provided info on how 31stFW handled noise complaints. Reviewed their complaints during questioned time frame. Also got referenced memo which 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 31stFW PAO, SJA or other likely departments.
  **Summary of results**
  On 04MAY98 - spoke with Chief of Public Affairs Office (PAO) 31st 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 31st 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**
LCOL identified Capt as the key person to speak to re: complaints. Explained 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 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 this crew. Identify, locate and interview the pilot.

- **Task Number A8**
  
  **Assigned to:**
  
  **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 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 by 29DEC97. No records from NATO available for 29DEC97. Tapes not seized as per 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:** S of 29MAR98 tasking
  
  **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 required. Major, the same person who gave the VMAQ-2 in-brief A11, was interviewed.
  
  Date completed: 28APR98

- **Task Number A11**
  
  **Assigned to:** NCIS (b)(6), (b)(7)(C)
  
  **Originator:** NCIS (b)(6), (b)(7)(C)
Tasking: Locate and identify MAJ USAF, 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

Major gave in-brief to VMAQ-2 on 25AUG97. told VMAQ-2 that Italians were noise-sensitive, and not to fly below 2000 ft while flying through the Alps. provided (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 2000 AGL was instituted; (5) PowerPoint brief that was used for VMAQ-2 brief. Additionally, was assisted by MSGT. gave air traffic control brief (part of the PowerPoint presentation). The Director of Deliberate Guard operations center LCOL was also present at brief. has transferred to Barksdale AFB, La. No attendance or sign-in sheets were taken by A. check of records revealed also had no sign-in sheets. Also provided a copy of his secretary’s calendar, where VMAQ-2 brief was scheduled. This is the only documentation he has of the brief. The original calendar is held by secretary 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 phonecon

Tasking: Interview SSGT RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

Summary of results

Stated he was on duty at radar approach control (RADCON) during date of mishap. Monitored conversation between pilots 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. heard 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 phonecon

Tasking: Interview TSGT RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

Summary of results

Was on duty as standby at RAPCON on 03FEB98. He was 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 communication between RAPCOM and pilot (as the pilot was just about to land). He does not recall any details of the conversation. He does not personally know any of the prowler aircrews.

Date completed: 25APR98

Task Number A11c

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

Originator: Follow-up to A11 series/24APR98 phonecon

Tasking: Interview SSGT RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.

Summary of results

Inquiries with command reveal SSGT is currently TOY 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/24APR98 RAPCON
  Tasking: Interview SSgt (b)(6), (b)(7) RAPCON, regarding radio communications between the Mishap aircraft and RAPCON.
  Summary of results
  SSgt (b)(6), (b)(7) was 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 (b)(6), (b)(7) 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/24APR98 RAPCON
  Tasking: Interview SSgt (b)(6), (b)(7) 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 (b)(6), (b)(7) interviewed and provided sworn statement. Called 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. Didn't know why he did this. Although somewhat normal for aircraft to do this, couldn'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/24APR98 RAPCON
  Tasking: Interview SSgt (b)(6), (b)(7) 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 A11/29APR98 RAPCON
  Tasking: Reinterview SSgt (b)(6), (b)(7) based on an IA reported on in A11, listed a suspension/review date of 31DEC97. Did the 31st 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 suspension/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
  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 NCIS (b)(6), (b)(7)(C)
Originator: Trial Counsel in modified 29MAR98 tasking

Tasking: Locate and interview GENERAL concerning his discussions with LT COL and the issue of who in Q-2 knew the 2000’ hard deck. Also, obtain details of his conversation with...

Summary of results

Originator: New lead #1 identified in modified tasking

Tasking: Interview did he make any incriminating statements to her? Does she have any tapes/photos from his flights?

Summary of results

Date completed: 27APR98

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?

Originator: New lead #3 in modified tasking

Tasking: Obtain a copy of whatever the Italians did to survey the site.

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.)

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

Date completed: 27APR98

Originator: New lead #4 in modified tasking

Tasking: Can also speak with a

Date completed: 27APR98
Assigned to: S (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, NATO attorney - handles NATO SOFA claims. Can also speak with DSN NCIS (b)(6), (b)(7)(C)

Summary of results
On 30APR98, with ms. SOFC 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: S (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.
Powescene 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 identified TSGT (b)(6), (b)(7)(C) as the actual hands on expert in the regards to POWERSCENE.
Capt stated that the POWERSCENE videotape that was previously made by the USMC JAGMAN board was flown by Capt (b)(6), and was based on rough estimations and 10 meter resolution imagery.
Date completed: APR/MAY98

- Task Number A18
Assigned to: S (b)(6), (b)(7)(C)
Originator: Trial Counsel email
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, met with Ms. NCIS (b)(6), (b)(7)(C) Rome, Italy, and obtained a copy of the letter sent to magistrate for the interview of Italian witnesses.
Date completed: 01MAY98

- Task Number A19
Assigned to: 15APR98 Trial Counsel email.
Originator: 15APR98 Trial Counsel email.
Tasking: Determine if magistrate will allow defense to interview Italian witnesses.

- Task Number A20
Assigned to: S (b)(6), (b)(7)(C)
Originator: 15APR98 Trial Counsel email.
Tasking: Coordinate with USMC Survey Crew to survey incident site.

- Task Number A21
**Assigned to:**

**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 Cavaliöse hotels to determine if any Q-2 aviators stayed in the area of the ski resort.

- **Task Number A23**
  Assigned to: ____
  Originator: 12APR98 Trial Counsel email.
  Tasking: Interview Capt USMC, (Q-4) who, along with Capt and Lt (all of Q-4), were Inquire about call sign “trash”. Track the 72 hour history... discussions before and after the flight. Any information regarding video tapes - were they aware of the

**Summary of results**

Very good friends with “Trash” is a play on last names, ie Trash for etc. told (I) "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. Capt (I) “if pilot had been screwing around he caused the deaths, he’d have to come out and tell the truth.” from (b)(6), (b)(7) NCIS, but spoke with her after the incident. Also has NCIS on base at Aviano, and NCIS at electric company in Morehead city, NC (NFI). Probably with her now. also close with USMC Capt Hamer pilot, Now on MEU.

Date completed: 22APR98

- **Task Number A23a**
  Assigned to: ____
  Originator: 12APR98 Trial Counsel email.
  Tasking: Interview Capt USMC, (Q-4) who, along with Capt and Lt (all of Q-4), were Inquire about call sign “trash”. Track the 72 hour history... discussions before and after the flight. Any information regarding video tapes - were they aware of the

**Summary of results**

Very little knowledge of Q-4 single in the social circles. Is part owner of “confusions”, a snowboard company in WA(?). Different origins and all signs for crew NCIS, but Make comment. No videotape info. No rites of passage in NCIS, but circled area of incident on a chart in ready room after incident (shortly). Gave to in ready room, said he thought he saw a yellow gondola and (some) cables were hit. told (I) they hit cables and climbed away from mountain. Interesting comments on see end of page 3- statement.

Date completed: 23APR98

- **Task Number A23b**
  Assigned to: ____
  Originator: 12APR98 Trial Counsel email.
  Tasking: Interview Capt USMC, (Q-4) who, along with Capt and Lt (all of Q-4), were Inquire about call sign “trash”. Track the 72 hour history... discussions before and after the flight. Any information regarding video tapes - were they aware of the

**Summary of results**

NCIS
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 (1). (1) flew this aircraft earlier that day, no RADALT problems. Heard rumors that backseaters had “no clue”.  
Date completed: 24APR98

**Task Number A23c**

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

**Originator:** 12APR98 Trial Counsel email.  
**Tasking:** Interview Lt USMC, (Q-4) who, along with Capt, Capt, and Lt of Q-4, were in (1) (Q-4). Inquire about call sign Track the 72 hour history. Any information regarding video tapes - were they aware of the

**Summary of results**

Very limited knowledge of all but best friend Capt Q-4 call signs from true names. NCIS (b)(6), (b)(7)(C) in hooch and elsewhere a lot after the mishap. NCIS (b)(6), (b)(7)(C) visited here after. Maye spoke with his friends and what he told NCIS (b)(6), (b)(7)(C) being space cowboys or flat hatting - intends to write a book on it. (1) has #4 tape. 2 still in cockpit. Classified Date completed: 24APR98

**Task Number A23d**

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

**Originator:** Trial Counsel email of 22APR98/follow up to A23 series  
**Tasking:** Search Infospace (www.infospace.com) for any information on NCIS (b)(6), (b)(7)(C)  
**Summary of results**

On 25 APR98, searched Infospace (www.infospace.com) for any information on NCIS (b)(6), (b)(7)(C). Nothing found. Searched www.whowhere.com for any information on them. Found NCIS (b)(6), (b)(7)(C) in California.  

**Task Number A23e**

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

**Originator:** follow up to A23 series  
**Tasking:** According to former 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 ypl-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:** Trial Counsel email of 21APR98  
**Tasking:** Contact Aviano AFB MWR in an aeffort 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)  

Date completed: 29APR98
• Task Number A25
Assigned to: NCIS (b)(6), (b)(7)(C)
Originator: 22APR98 phonecon with 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, the Gondola, cable and other assorted items from Italian authorities in Cavalese, Italy were transported unit transported the items to Aviano AFB, Italy. The items were then packaged for transport by aircraft, by the 31st Trans. The items were maintained in the NCIS evidence custody system during the whole evolution. Victims' personal items were not seized by SA due to Carabinieri officials having already destroyed them.
Date completed: 04JUN98

• Task Number A26 (same tasking as A24)
Assigned to: completed
Originator: 22APR98 phonecon with 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: NCIS (b)(6), (b)(7)(C)
Originator: 22APR98 phonecon with and Trial Counsel
Tasking: Interview Lt USMC, Q-4 flight surgeon regarding the MISHAP crew.

Summary of results
Interviewed 27APR98. Arrived at USAF Aviano on 07FEB98 and was medical advisor to the JAGMAN board. He was the VMAQ-2 flight surgeon. He was very concerned about disclosing privileged information. IA completed 29APR98.

• Task Number A28
Assigned to: NCIS (b)(6), (b)(7)(C)
Originator: 22APR98 phonecon with and Trial Counsel
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
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 form 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

Summary of results
1. In statement describes knowledge of Q-2 awareness of FCIF (p5, para 1 and 3), and LCOL 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 (referred to a letter by Watters) that USMC were absolutely and clearly aware of USMC 1000’ restriction.
4. (1) guarantees that USMC had copy of FCIF.
5. As an F-16 (and other jets) pilot, asserts 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

Summary of results
1. Task Number A28a
2. Task Number A29
3. Task Number A30
4. Task Number A31
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: 01 MAY 98

- **Task Number A31a**
  Assigned to 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 Sgt (b)(6), Q-4, for equipment following the landing. Identified Capt (b)(6), Q-4, who thought the crew was hot-dogging it.
  Date completed 25 APR 98

- **Task Number A31b**
  Assigned to 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 Capt (b)(6), Q-4, as having flown low enough to see skiers. Identified Gunny (b)(6), Q-2, and a SSGT (unknown) from maintenance control. A SGT (unknown male) being present at the Mishap aircraft after it landed.
  Date completed 25 APR 98

- **Task Number A31c**
  Assigned to 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 Capt (b)(6), Q-4, stating 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 25 APR 98

- **Task Number A31d**
  Assigned to 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 CPL present at the Mishap aircraft after it landed.
  Date completed 25 APR 98

- **Task Number A31e**
  Assigned to NCIS (b)(6), (b)(7)(C)
  Originator: 28 APR 98 email (see task A31c)
  Tasking: Reinterview NCIS (b)(6), (b)(7)(C) of 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/improptu, recorded or notes taken.
Summary of results
29APR98-Conducted interview of MAJ USMC, VMAQ-4 Ops officer. Had no knowledge regarding brief.
Date completed: 29APR98

- Task Number A31f
  Assigned NCIS (b)(6), (b)(7)(C)
  Originator: 28APR98 email (see task A31c)
  Tasking: According to a witness, briefed some Q-4 squadron members regarding the Mishap. Interview Q-4 CO. When and where was the brief conducted. How did it come about, was it requested, did offer, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what did say, was the brief recorded or did anyone take notes.
  Summary of results
  NCIS (b)(6), (b)(7)(C) was interviewed on 01MAY98, but had no knowledge of address to VMAQ-4 personnel at the HAS. (IA)
  Date completed: 01MAY98

- Task Number A31g
  Assigned NCIS (b)(6), (b)(7)(C)
  Originator: 28APR98 email (see task A31c)
  Tasking: According to a witness, 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, did offer, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what did say, was the brief recorded or did anyone take notes.
  Summary of results
  Safety officer is Capt. provided sworn statement. Has flown AV047 during end of last deployment, believes at 500ft. Route dotted with villages and ski resorts. Knows nothing on in terms of reputation. Was present at formation when 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: 28APR98 email (see task A31c)
  Tasking: According to a witness, 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, did offer, was it scheduled or impromptu, how many attended, who attended, anyone other than Q-4 personnel, what did say, 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 VMAQ-4 squadron address. IA typed 30APR98.
  Date completed: 30APR98
• Task Number A31j
  Assigned NCIS (b)(6), (b)(7)(C)
  Originator: 28APR98 (b)(6), (b)(7)(C) (see task A31c)
  Tasking: According to a witness, briefed some Q-4 squadron members regarding the Mishap.
  Interview Q-4, CAPT QAO. When and where was the brief conducted. How did it come about, was it requested, 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 CAPT USMC. On three occasions, CAPT failed to make his appointments. He flew out on 02MAY98 to testify at CAPT article 32 hearing without advising reporting agent. Date of return is unknown.
  Date completed: 02MAY98

• Task Number A31k
  Assigned NCIS (b)(6), (b)(7)(C)
  Originator: 28APR98 (b)(6), (b)(7)(C) (see task A31c)
  Tasking: According to a witness, briefed some Q-4 squadron members regarding the Mishap.
  Interview Q-4, MAJ AMO. When and where was the brief conducted. How did it come about, was it requested, did it offer, 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) was present during brief, held a few weeks after the mishap, near the HAS (hardened aircraft shelter). According to stated they were on an authorized low-level mission. Stated altitude restrictions in general for low-level is 10000ft 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 NCIS (b)(6), (b)(7)(C)
  Originator: 28APR98 (b)(6), (b)(7)(C)
  Tasking: Interview enlisted members 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) answering questions at a command general meeting regarding the Mishap.
  Stated 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: 28APR98 (b)(6), (b)(7)(C) (see task A31l)
  Tasking: Reinterview 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) stated on routine formation between 20-25 FEB98 he 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 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: 29APR98 (b)(6), (b)(7)(C)

002411
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 transitional over base perimeter road “blowing” over a guy with a camcorder in Germany. CAPT Q-2, knows the pilot’s name. Thinks is aggressive, suggest interviewing CAPT 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) allegedly had many conversations with NCIS (b)(6), (b)(7)(C) Capt went through flight school with and share with less 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 (GYSGT) regarding any knowledge of the “cable car club”, or information regarding its existence.

  **Summary of results**
  
  GYSGT indicated he assisted in the move of the Mishap aircraft from HAS 2-1-to HAS T-29. Sat in 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 provided a list of others who were present for informal brief to Q-4 personnel. Conduct screening interviews to determine if Q-4 maintenance personnel 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. Told him he was unhappy at way this was being handled by top brass.

  Date completed: 02MAY98

- **Task Number A31r**
  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 (GS) regarding any knowledge of the “cable car club”, or information regarding its existence.
Summary of results related to the Address to squadron, reputation of pilot N. Pertinent info regarding Cable car club.

Date completed: 02MAY98

- Task Number A32
  Assigned to: LCOS
  Originator: Phonecon with TC's 24APR98
  Tasking: Research the manner in which Italians prepare Verbali. Ascertain if verbali are sworn to and what the seals and signatures mean.

Summary of results
Signed, sworn statement provided by JOS attesting to the fact that Italian Verbali 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 to: LCOS
  Originator: Italian Magistrate
  Tasking: Determine status of three letters written by magistrate to 1-31st FW, 2-3 to General, and 3 to U.S. Embassy. Provide status to the magistrate.

Summary of results
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 to: LCOS
  Originator: Email to on 27APR98
  Tasking: Interview any USAF personnel who may have had direct contact with the MISHAP crew in the hour immediately following landing.

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)
- Duty photographer
- The "sweeper" (SGT)
- Medical personnel (ambulance, clinic, hospital, etc)

Interviewed 1st Lt, USAF, the Aviano Base security force flight leader who was on duty during the recovery of the mishap EA-6B. Administered earlier statements of LCOS, and added nothing of significance.
Interviewed SSGT. 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 1st LT. Interviewed AMN. USAF, member of the Aviano Base security force. Confirmed earlier statements and added nothing of significance.

Interviewed MSGT. Provided copies of all pertinent Aviano security force desk blotters and duty rosters concerning security force operations in support of the mishap aircraft. Confirmed info given in previous screening interviews of Aviano security force personnel.

On 04FEB98, MSGT. Provided copies of all pertinent Aviano security force desk blotters and duty rosters concerning security force operations in support of the mishap aircraft. Confirmed info given in previous screening interviews of Aviano security force personnel.

On 06MAY98, MSGT. 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. 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: Cap (subsection of A35)

Originator: email to on 27MAR98

Personnel:

- MSGT. Provided copies of all pertinent Aviano security force desk blotters and duty rosters concerning security force operations in support of the mishap aircraft.
- MSGT. Provided copies of all visitor registration log sheets (form 1109) that base security force personnel compiled while providing security to the mishap aircraft.
- MSGT. Provided copies of all pertinent Aviano security force desk blotters and duty rosters concerning security force operations in support of the mishap aircraft.
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 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 A35b**
  Assigned to: NCIS (b)(6), (b)(7)(C)
  Originator: email to on 27 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 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)
  Originator: email to on 27 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, Lstated 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 Lab tech, 31st medical group, Aviano. He recalled that he hoped it wasn't a Gondola they had hit.
  - Results of Interview of SRA lab tech, on duty with Dent on 03Feb98. Only heard them say that they had hit something, but did not know what.
  - Results of Interview USAF Major Chief of Mental Health clinic. Was among the first to interview the crew after they has spoken to Lt. Col. She states they did not know what they had hit. Were visibly upset when informed 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)
  Originator: email to on 27 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 and SRA are TOY at Zaragosa AFB, Spain till 15MAY.
  Date completed: 05MAY98
• **Task Number A35e**
  Assigned to: [Redacted]
  Originator: [Redacted]
  Tasking: Conduct screening interviews of USAF wing safety personnel, including TSGT [Redacted] 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 TSGT [Redacted]. He 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. Stated to the best of his knowledge the only personnel that had direct contact with the Mishap crew were the ISIB members and he did not see any member of the Mishap crew attempt to return to the aircraft.
  Date completed: 29APR98

• **Task Number A35f**
  Assigned to: [Redacted]
  Originator: [Redacted]
  Tasking: Conduct a screening interview of SGT [Redacted], the "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: 05MAY98

• **Task Number A35g**
  Assigned to: [Redacted]
  Originator: [Redacted]
  Tasking: Conduct screening interviews of USAF fire dept personnel (SRA [Redacted]) 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**
  Provided a statement relative to his 03FEB98 response to the EA-6B IFE. One of the mishap crew members told 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]
  Originator: [Redacted]
  Tasking: An individual 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**
  Interviewed 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]
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 - MSG). Subtask of A35)

Summary of results
- Interviewed MSG, 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

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 USAF).

Summary of results
- Interviewed CAPT, USAF, operations officer for the Aviano Base security force. CAPT 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

Tasking: Conduct screening interviews of USAF fire dept personnel (TSGT) 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 provided a 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

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 31st fighter wing and MAJ Traci Guarinello, 378-78-2146, Attorney, 31FW.

Task Number A36a

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 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

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 31st fighter wing and MAJ Traci Guarinello, 378-78-2146, Attorney, 31FW.
Tasking: Request that TSO EU/SWA research TSO cases to determine if Navy JAGC has ever utilized vernali as foreign public documents under rule 902(3).

Summary of results
29APR98 - Request faxed to TSO, NLSO, Naples, Italy. Spoke telephonically with LCDR TSO XO later in the day and stated 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: TSO
  Originator: email on 27APR98
  **Tasking:** Contact USSO (U.S. Embassy Rome) to determine if sending state had ever certified vernali 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, SA met with USSO Rome, Italy and obtained a copy of the memo prepared by USSO Rome.
  **Date completed:** 03MAY98

- **Task Number A36d**
  Assigned: TSO
  Originator: 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 JAG MAN and MRE 902(3).
  **Summary of results**
  On 30APR98, SA met with USSO Rome, Italy and obtained a copy of the certificate of genuiness of signature and official position of magistrate.
  **Date completed:** 01MAY98

- **Task Number A36e**
  Assigned: 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: TSO
  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 NCIS). Include who the material came from and why it was provided to NCIS.
  **Summary of results**
  Signed sworn statement provided to SA describing how profile longitude of Cavalese cable car was obtained.
  **Date completed:** 01MAY98

- **Task Number A37a**
  Assigned: TSO
  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: 
  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 who wrote a statement re: same.
  Date completed: 01MAY98

• Task Number A37c
  Assigned to: 
  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: 
  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 to: 
  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 who wrote a statement re: same.
  Cables were struck and sustained damage and the amount of damage is handled by lead tasking to SA Rome, Italy - MAJ Twenty human beings died - IOS who provided statement re: receiving his receipt of the death certificates.
  Date completed: 05MAY98

• Task Number A37F
Assigned to: [Redacted]
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
Be 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]
  - Originator: [Redacted]
  - 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]
  - 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 02 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 NCLIR’s and explain each code on his NAVFLIR’s.

Summary of results
Q-4 flew only six low-levels during 1st deployment from AUG96 - FEB97. NCLIR’s were taken by the “1st investigators”. Not been returned.

Date completed: 06MAY98

- **Task Number A41**
  - Assigned to: [Redacted]
  - Originator: [Redacted]
  - Tasking: A tentative date of 19JUN has been set for the pickup of the Prowler. Need to call COL SJA if 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
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 NCIS (b)(6), (b)(7)(C).
Date completed: partial completed 07MAY98

- **Task Number A43**
  **Assigned to:**
  **Originator:** TC email 12MAY98
  **Tasking:** Interview MR 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 MYGSGT 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.

- **Task Number A45**
  **Assigned to:**
  **Originator:** TC email and phonecon/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:**
  **Originator:**
  **Tasking:** Interview MAJ, USAF, regarding evidence chain of custody for items inside the EA6B mishap aircraft.

  **Summary of results**
  On 05MAY98, MAJ was 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:**
  **Originator:** Trial Counsel - CALE
  **Tasking:** Interview LCPL, 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 CPL USMC.
Summary of results

On 12JUN98, LCPL [redacted] was interviewed in Incirlik, Turkey and indicated he was asked by Capt [redacted] to go back to the Ready Room for the purpose of picking something up. He stated he believed he went back on 03FEB98 to retrieve a white in color bag containing 8mm videotapes.

Date completed: 12JUN98

• Task Number A48
  Assigned: [redacted]
  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: [redacted]
  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: 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
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 USAF (SSN: DSN telephone number C6), Base Photographer, Aviano Air Base, assisted in this process and duplicated the photographic efforts of PA utilizing a Nikon F-4 camera and Kodak Gold film, 200 speed, 36 exposure rolls. Specialized equipment included a 60MM lens, a 24MM lens, and a ring flash (RF). PA 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)
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
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 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/MF/A/28 RF
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

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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

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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

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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

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Item identified as CC
Item identified as DD
Item identified as EE
Item identified as FF* (Evidence item O)
Item identified as GG
Item identified as HH
Item identified as II
Item identified as JJ
Item identified as KK
Item identified as LL
Item identified as MM
Item identified as NN* (Evidence item P)
Item identified as OO
Item identified as PP
Item identified as QQ
Item identified as RR* (Evidence item Q)
Item identified as SS
Item identified as TT* (Evidence item R)
Item identified as UU
Item identified as VV* (Evidence item S)
Item identified as WW
Item identified as XX* (Evidence item T)
Item identified as YY* (Evidence item U)
Item identified as ZZ* (Evidence item V)
Item identified as AAA* (Evidence item W)
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12£/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)

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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
SPECIAL AGENT, NCISFO EUROPE
INTELLIGENCE OPERATIONS SPECIALIST, NCISFO EUROPE

REPORTING AGENT: OFFICE:
NCIS (b)(6), (b)(7)(C) NCISRA London, UK

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