

UNITED STATES AIR FORCE
GROUND ACCIDENT INVESTIGATION
BOARD REPORT



**M1097A2 High Mobility Multipurpose Wheeled Vehicle
S/N 157874**

**366th Operations Support Squadron
366th Fighter Wing
Mountain Home AFB, ID**



TYPE OF ACCIDENT: MOTOR VEHICLE FATALITY

LOCATION: SAYLOR CREEK BOMBING RANGE

MOUNTAIN HOME AFB, IDAHO

DATE OF ACCIDENT: 24 JUNE 2022

BOARD PRESIDENT: BRIGADIER GENERAL LYLE K. DREW

Conducted IAW Air Force Instruction 51-307

**EXECUTIVE SUMMARY
UNITED STATES AIR FORCE
GROUND ACCIDENT INVESTIGATION**

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M1097A2 High Mobility Multipurpose Wheeled Vehicle, S/N 157874
Saylor Creek Bombing Range, Mountain Home AFB, Idaho**

24 June 2022

On 24 June 2022 at approximately 1134 local time (L), Mishap Cadet 1 (MC1) sustained fatal injuries at the Saylor Creek Bombing Range (SCBR) near Mountain Home Air Force Base (AFB), Idaho (ID). MC1 was a passenger in the Mishap Vehicle (MV), an M1097A2 High Mobility Multipurpose Wheeled Vehicle (HMMWV), Serial Number (S/N) 157874, when MV entered a slide and subsequently rolled 180 degrees on its roof. In addition to MC1, Mishap Team (MT) included Mishap Cadet 2 (MC2) and Mishap Vehicle Operator (MVO). Both MVO and MC2 sustained minor injuries from the rollover. All three members of MT were Air Force Reserve Officer Training Corps (AFROTC) cadets visiting Mountain Home AFB for Operations Air Force, a program that allows cadets to gain exposure to the Air Force mission. The MV was property of the 366th Operations Support Squadron (OSS). AFROTC cadets arrived at Mountain Home AFB on 19 June 2022 and departed on 25 June 2022.

Nineteen cadets visited SCBR. The scheduled 3-hour visit to SCBR included observing aircraft strafing, learning range procedures, and driving HMMWVs. These HMMWVs were acquired from Defense Logistics Agency (DLA) as disposition assets to be used as range targets. However, the Range Operations Officer (ROO) chose to also use the HMMWVs for range support. ROO provided a safety brief regarding range hazards and a 30 second brief on HMMWV operation.

At approximately 1130L, MV, operated by MVO, traveled westbound from the range tower to the main range building on an unnamed gravel service road. MV was travelling between 35-50 miles per hour (MPH). MVO felt the vehicle begin to slide off the gravel road, and MV briefly departed the northern edge of the road. MVO overcorrected the steering wheel, driving MV back onto the road and inducing a vehicular slide. The vehicular slide caused MV to rotate counterclockwise. MV continued to slide and moved toward the road's southern edge. As MV completed its rotation, the passenger side (right) tires fell off the road and dug into the dirt. The passenger side (right) tires acted as anchor points, causing MV to roll 180 degrees and land on its roof. MC2 was seated in the rear driver side (left) seat, and MC1 was seated in the front passenger side (right) seat. As MV was rolling, MC1 and MC2 were ejected. MVO's seatbelt was fastened, but neither MC1's nor MC2's seatbelts were fastened. As MV completed its 180-degree rollover on its roof, it landed on MC1, causing fatal injuries.

MC2 called 9-1-1 at approximately 1134L, which dispatched the Owyhee Emergency Medical Services (EMS). MVO summoned assistance from the remainder of the group located at the main range building. After arriving at the Mishap Site (MS), the AFROTC supervisors, AFROTC cadets, and range personnel lifted MV enough to slide MC1 out from under the MV. Members of the group began performing Cardiopulmonary Resuscitation (CPR) on MC1. Despite the group's rescue efforts, MC1's injuries were fatal.

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ACRONYMS AND ABBREVIATIONS

| | |
|----------|---|
| AED | Automated External Defibrillator |
| AETC | Air Education Training Command |
| AF | Air Force |
| AFB | Air Force Base |
| AFI | Air Force Instruction |
| AFMAN | Air Force Manual |
| AFROTC | Air Force Reserve Officer Training Corps |
| AU | Air University |
| Brig Gen | Brigadier General |
| CPR | Cardiopulmonary Resuscitation |
| DLA | Defense Logistics Agency |
| EMS | Emergency Medical Services |
| GAIB | Ground Accident Investigation Board |
| HMMWV | High Mobility Multipurpose Wheeled Vehicle |
| IAW | In Accordance With |
| ID | Idaho |
| L | Local Time |
| MC1 | Mishap Cadet One |
| MC2 | Mishap Cadet Two |
| MPH | Miles Per Hour |
| MS | Mishap Site |
| MT | Mishap Team |
| MV | Mishap Vehicle |
| MVO | Mishap Vehicle Operator |
| OSS | Operations Support Squadron |
| PM&I | Preventive Maintenance and Inspection |
| ROO | Range Operations Officer |
| RS1 | AFROTC Supervisor 1 |
| RS2 | AFROTC Supervisor 2 |
| RTO | Range Tower Officer |
| S/N | Serial Number |
| SCBR | Saylor Creek Bombing Range |
| SM | Site Manager |
| USAF | United States Air Force |
| VSCOS | Vehicle Support Chain Operations Squadron |

SUMMARY OF FACTS

1. AUTHORITY AND PURPOSE

a. Authority

On 6 July 2022, Lieutenant General Brian S. Robinson, Commander, Air Education Training Command (AETC), appointed Brigadier General Lyle K. Drew as Board President of a Ground Accident Investigation Board (GAIB) to investigate a High Mobility Multipurpose Wheeled Vehicle (HMMWV) mishap at Saylor Creek Bombing Range (SCBR) near Mountain Home Air Force Base (AFB), Idaho (ID), on 24 June 2022 (Tab Y-6 to Tab Y-7). The GAIB convened at Mountain Home AFB from 1 August 2022 to 21 August 2022 and was conducted in accordance with (IAW) Air Force Instruction (AFI) 51-307, *Aerospace and Ground Accident Investigations*, dated 18 March 2019 (Tab Y-2). Additional members of the GAIB included a Medical Member (Colonel), Legal Advisor (Major), a HMMWV Training and Operations Subject Matter Expert (Master Sergeant), a HMMWV Maintenance Subject Matter Expert (Staff Sergeant), and a Recorder (Captain) (Tab Y-9 to Y-10).

b. Purpose

IAW AFI 51-307, *Aerospace and Ground Accident Investigations*, the GAIB conducted a legal investigation to inquire into all the facts and circumstances surrounding this Air Force (AF) ground accident, prepare a publicly releasable report, and obtain and preserve all available evidence for use in litigation, claims, disciplinary and adverse administrative action, and for other purposes.

2. ACCIDENT SUMMARY

At approximately 1130L, Mishap Vehicle (MV) traveled westbound from the range tower to the main range building on an unnamed gravel service road (Tabs O-6 and R-21). Mishap Vehicle Operator (MVO) operated MV, Mishap Cadet 1 (MC1) sat in the front passenger (right) seat, and Mishap Cadet 2 (MC2) sat in the rear driver side (left) seat (Tab R-22). MVO lost control of steering, and the HMMWV rolled 180 degrees and landed on its roof (Tab O-6). As MV rolled, MC1 and MC2 were ejected from MV (Tab O-4). MVO was restrained by a seatbelt and not ejected from MV (Tab O-4). MC1 and MC2 were not wearing their seatbelts (Tab O-4). As MV completed its rollover, it landed on MC1, causing fatal injuries (Tabs O-4 and O-6). MC2 was transported via air ambulance to St. Alphonsus Medical Center in Boise, ID (Tab O-6). MVO was transported via ground ambulance to St. Alphonsus Medical Center in Boise, ID (Tab O-6).

3. BACKGROUND

a. Air Education & Training Command (AETC)

AETC, headquartered at Joint Base San Antonio-Randolph, Texas, is one of ten major commands in the AF (Tab CC-2). AETC's primary mission is to find, recruit, train, and educate the Airmen the nation needs (Tab CC-2). AETC includes Air Force Recruiting Service, two Numbered Air Forces, and the Air University. Over the years, more than 25 million students have graduated from AETC training and education programs (Tab CC-2).



b. Air University (AU)

AU, headquartered at Maxwell AFB, Alabama, is a major component of AETC and is the lead agent for Air Force education (Tab CC-12). Air University, established in 1946, continues the proud tradition of educating tomorrow's planners and leaders in air and space power for the Air Force, other branches of the US armed forces, federal government civilians, and many international organizations (Tab CC-12).



c. Holm Center

The Holm Center's mission is to build leaders (Tab CC-18). Holm Center provides coordinated leadership and policy direction for the Air Force's officer recruiting, training, and commissioning programs at Officer Training School and at AFROTC detachments at 145 universities (Tab CC-18).



d. Air Force Reserve Officer Training Corps (AFROTC)

AFROTC's mission is to develop leaders of character for tomorrow's Air Force (Tab CC-19). AFROTC is the largest and oldest source of commissioned officers for the Air Force (Tab CC-19). AFROTC is designed to recruit, educate, and commission officer candidates through academic education, field training, and professional development training programs based on Air Force requirements (Tab CC-19).



e. Saylor Creek Bombing Range

SCBR is a 100,000-acre training range located 25 miles south of Mountain Home AFB, ID (Tab S-4). The range is primarily used by flying forces to train for air-to-ground warfare (Tab S-4).

f. High Mobility Multipurpose Wheeled Vehicle

The HMMWV is a diesel-powered, four-wheel drive tactical vehicle used to transport personnel (Tab BB-20). It can be equipped with integrated armor protection which provides added ballistic protection for armament components, crew, and ammunition (Tab BB-20). The HMMWV is

built to operate in various terrain (Tab BB-21). The M-1097A2 variant can transport a four-person crew and has a cargo bed with fold down gate (Tabs V-2.2 and BB-21).



Figure 1 – HMMWV (Tab S-6)

g. Operations Air Force

Operations Air Force is a jointly operated Academy and AFROTC program and is the largest single Cadet Development Program among Air Force commissioning sources (Tab K-12). Program objectives include focusing and orienting Air Force cadets on Air Force missions, organizational structure, and culture through direct exposure to and experience with Air Force units (Tab K-12). Operations Air Force is a program designed to expose cadets to Air Force missions, and cadets visit various installations and embed in different squadrons to learn daily operations at the base level (Tab K-12).

Two AFROTC supervisors, one Lieutenant Colonel, AFROTC Supervisor 1 (RS1), and one Major, AFROTC Supervisor 2 (RS2), arrived at Mountain Home AFB on 15 June 2022 (Tabs K-13 and V-2.6). Nineteen AFROTC cadets arrived on 19 June 2022 (Tab K-13). The official itinerary accounted for four days of activities as Monday, 20 June 2022, was an observed federal holiday (Tab K-13). During their visit, the duty day for AFROTC cadets began at 0800 local time (L) and ended NLT 1530L (Tab K-13). The visit concluded as originally scheduled on 25 June 2022 when the AFROTC supervisors and cadets departed Mountain Home AFB (Tab K-13).

4. SEQUENCE OF EVENTS

a. Narrative

On 24 June 2022, 19 AFROTC cadets observed range operations at SCBR (Tabs K-13 and V-4.9). The cadets departed Mountain Home AFB at approximately 0800L and arrived at the SCBR at approximately 0850L (Tab V-12.3 to V-12.4). Upon their arrival, Range Operations Officer (ROO) provided a brief to RS1, RS2, and the cadets that discussed range hazards (Tab R-

34). Specifically, ROO detailed the dangers of wildlife and instructed the cadets to use caution when climbing on target assets as there may be sharp metal edges (Tab R-34). Despite the existence of a formal training plan for HMMWV operation, ROO only explained to the cadet driver how to start the HMMWV and put it into gear (Tabs V-3.3, V-4.7, and BB-19-20). ROO briefed the cadet driver in each HMMWV individually and directed each driver to follow his HMMWV (Tab V-2.5 and V-4.9). Some of the passengers in the HMMWVs heard this brief while others did not (Tab V-2.2 and V-3.3). MVO, MC1, and MC2 were not drivers that received initial briefs as they were passengers (Tab V-1.3, V-2.5, and Tab V-3.8). There were more passengers than seats in at least one of the HMMWVs, which caused some cadets to sit on the center console (Tabs S-15 and V-3.4). There was conflicting testimony from the cadets regarding whether the HMMWV seat belts were operational (Tab V-1.3 and V-3.4). Nevertheless, ROO, RS1, RS2, and the cadets did not voice any safety concerns (Tab V-1.4). As ROO briefed the first cadet drivers on HMMWV operation, the two other HMMWVs filled with cadets left for the range tower (Tab V-4.9). ROO was concerned that the two HMMWVs left prior to receiving a brief (Tab V-4.9). Shortly thereafter, ROO and the third HMMWV rejoined the two HMMWVs that drove off at the range tower (Tab V-4.9). When the HMMWV caravan reached the range tower, ROO reminded the cadets that he would lead the HMMWVs (Tab V-4.9).

Led by ROO, RS1, RS2, and the cadets drove HMMWVs to different points of interest within the range (Tab V-4.8 to V-4.9). When they stopped, cadets rotated drivers (Tab V-4.9). Unlike the initial brief ROO provided to the first set of drivers, ROO never provided the subsequent drivers with a brief regarding HMMWV operation (Tab V-2.5). After observing some of the static range targets, the cadets observed a pair of A-10s strafe range targets (Tab V-4.9). The cadets returned to the main range building (Tab V-4.9). At the main range building, ROO offered the cadets another opportunity to drive the HMMWVs before their departure from SCBR (Tab V-4.9). MVO, MC1, and MC2 had all driven earlier that day, and all three decided to get into MV (Tab R-10). Other cadets also took the opportunity to drive HMMWVs again (Tab V-6.5). However, ROO, RS1, and RS2 remained at the range building, allowing the cadets to drive the HMMWVs unescorted (Tab R-10).

During the unescorted HMMWV trip, MC2 drove an M1097A2 HMMWV, Serial Number (S/N) 157874, with MC1 and MVO as passengers, to travel from the main range building to the range tower (Tabs R-10 and S-25). Around 1120L, MC2 drove in numerous tight circles at an accelerated speed near the range tower (Tab R-61). MC2 rotated out as the driver and MC1 began driving around the range tower (Tab R-10). MC1 also drove in numerous tight circles at an accelerated speed near the range tower (Tab V-1.6). MC1 rotated out as the driver and MVO began driving (Tab R-10). MVO drove in numerous tight circles at an accelerated speed (Tab V-1.6). The Range Tower Officer (RTO) noticed Mishap Team (MT) driving in tight circles at an accelerated speed and attempted to stop them by shouting at them from atop the range tower (Tab V-6.5). MT did not hear RTO (Tab R-11 and R-22). At approximately 1124L, RTO radioed Site Manager (SM) with a request that someone direct the cadets to drive in a safer manner (Tab R-61). At the range tower, MT changed drivers multiple times, allowing MVO, MC1, and then MC2 to operate Mishap Vehicle (MV) (Tab R-21). Before starting back for the main range building, MT swapped drivers one final time (Tab R-21).



Figure 2 – Tire Tracks as seen from Range Tower (Tab S-26)

MVO operated MV, MC1 sat in the front passenger (right) seat, and MC2 sat in the rear driver side (left) seat (Tab R-22). At approximately 1130L, MV was traveling westbound from the range tower to the main range building on an unnamed gravel service road (Tabs O-6 and R-21). Estimates of MV's speed vary between 35-50 miles per hour (MPH) (Tab V-2.4 and V-6.4). MVO lost control of steering and briefly departed the northern edge of the road (R-10 and Tab S-2). MVO overcorrected the steering wheel, driving MV back onto the road and inducing a vehicular slide to the left (R-10). The vehicular slide caused MV to rotate counterclockwise as the rear portion of the vehicle moved at a faster rate than the front of the vehicle (Tabs O-5, O-6, and S-18). MV continued its rotating slide and moved toward the road's southern edge (Tabs O-6 and S-18). As MV completed its rotation, the passenger side (right) tires fell off the road and dug into the dirt surface (Tab S-8). The passenger side (right) tires acted as anchor points causing MV to roll 180 degrees and land on its roof (Tab S-8). MC2 was seated in the rear driver side (left) seat and was ejected approximately 20 feet as MV rolled on its roof (R-21). MC1 was seated in the front passenger side (right) seat and was also ejected from MV (Tabs O-4 and O-6). As MV rolled, the passenger side (right) front door was in the open position and was the first part of MV to contact the ground, crushing the door against the vehicle hull (Tab S-29; Tabs O-4 and O-6). MVO was restrained by a seatbelt and was not ejected from the vehicle (Tabs O-4 and O-6). At the time of the rollover, MC1 and MC2 were not restrained by fastened seatbelts (Tabs O-4 and O-6). MC1 was ejected through the opened door (Tab U-4). As MV completed its rollover, it landed on MC1, causing fatal injuries (Tabs O-4 and O-6). MC1's torso and head were trapped underneath MV, leaving her legs and arms exposed (Tabs O-4, O-6, and R-24).

MV overturned about a third of a mile from the main range building (Tab S-2). The portion of the service road where the mishap occurred is flat (Tab S-24). The road returning to the main range building from the range tower has a slight bend to the right with a downhill portion followed by a slight uphill portion (Tabs S-2 and S-24).



Figure 3 – MV at Mishap Site (MS) (Tab S-10)



Figure 4 – MV at MS (Tab S-9)

b. Search and Rescue

MVO exited MV, and both MVO and MC2 oriented themselves to MS (R-10). MVO and MC2 attempted to lift MV off MC1, but they were unsuccessful given the weight of the vehicle (R-10). MC2 dialed 9-1-1 at approximately 1134L, which dispatched the Owyhee Emergency Medical Service (EMS) (Tabs N-2, O-2, and R-11). While MC2 was on the phone with 9-1-1, MVO ran back to the main range building, which was located approximately one third of a mile away, to summon assistance from the remainder of the AFROTC supervisors, cadets, and range personnel (Tabs R-11 and S-2). MC2 checked MC1's vitals but did not detect any vital signs (Tab R-24).

After arriving at MS, the group lifted the vehicle enough to allow others to slide MC1 out from under MV (Tab R-86). Members of the group immediately performed Cardiopulmonary Resuscitation (CPR) on MC1 (Tab R-86). ROO drove back to the range building and returned with an Automated External Defibrillator (AED) (Tab R-86). The AED cycled five times without initiating a shock, indicating it did not sense a heartbeat (Tabs R-86 and X-2). Despite the group's rescue efforts, MC1 sustained fatal injuries (Tab V-3.2). MC2 was transported via air ambulance to St. Alphonsus Medical Center in Boise, ID (Tab O-6). MVO was transported via ground ambulance to St. Alphonsus Medical Center in Boise, ID (Tab O-6).

c. Recovery of Remains

After being declared dead by the responding emergency medical technicians, MC1's remains were transported to the coroner's office (Tabs V-3.3 and X-2).

5. MAINTENANCE

SCBR HMMWVs, to include MV, were not procured for standard vehicle use (V-7.2). IAW the Mountain Home AFB Master Vehicle Listing, 366th Operational Support Squadron (OSS) SCBR had no assigned HMMWVs (Tab D-10 to D-11). 366th Logistics Readiness Squadron (LRS) Vehicle Management did not receive any requests for SCBR HMMWVs to be used as transportation vehicles (Tab R-125). IAW AFI 24-302, para. 4.28.1, a request to use a HMMWV as a vehicle should have been routed to 441st Vehicle Support Chain Operations Squadron (VSCOS) (Tab BB-10). The SCBR HMMWVs were acquired from Defense Logistics Agency (DLA) as disposition assets and should have been used only as range targets (Tabs R-67 and V-7.2). When HMMWVs were received, SCBR contractors inspected the HMMWVs (Tab V-7.3). ROO decided HMMWVs that could "run and move" could be used for range support (Tab R-45). Range support included firefighting, setting up targets, and movement throughout the range (Tab V-7.2). Since the SCBR HMMWVs were not on the Mountain Home Master Vehicle Listing and not maintained IAW military standards, they were not to be driven or used as vehicles, including for range support or as moving targets (Tabs D-10, D-11, and V-4.6). Nonetheless, 366 OSS personnel and SCBR contractors drove SCBR HMMWVs for firefighting, setting up targets, and moving throughout the range (Tab V-7.2).

a. Maintenance Documents

SCBR HMMWVs were not maintained IAW AFI 24-302 (Tabs BB-8, BB-9, V-7.2, and V-7.3). There are no maintenance documents pertaining to MV (Tab V-7.3).

b. Maintenance Forms

SCBR HMMWVs were not maintained IAW AFI 24-302 (Tabs BB-8, BB-9, V-7.2, and V-7.3). Any maintenance or repairs performed on SCBR HMMWVs by 366 OSS personnel or SCBR contractors were not formally tracked or documented (Tab V-4.7). There are no maintenance forms pertaining to MV (Tab V-7.3).

c. Scheduled Inspections

Since the HMMWVs were not considered AF vehicles, SCBR HMMWVs, to include MV, were not subject to scheduled inspections (Tab V-4.7).

d. Maintenance Procedures

Maintenance and repairs for MV were not conducted IAW AFI 24-302 (Tabs BB-8, BB-9, V-7.2, and V-7.3). SCBR contractors checked fluid levels daily (Tab V-4.6). These checks were not documented (Tab V-4.7). SCBR contractors performed basic maintenance and basic repairs to keep the HMMWVs drivable (V-7.3). When a HMMWV needed minor repairs, SCBR contractors used parts from other, non-operable target HMMWVs to repair the asset (Tab V-7.4). When HMMWVs were beyond repair, ROO and SCBR contractors made a determination to demilitarize the asset and return it to its intended purpose as a range target (Tab V-4.6 and V-7.3).

e. Unscheduled Maintenance

Since the SCBR HMMWVs, to include MV, were not considered AF vehicles, they were not subject to any documented unscheduled maintenance (Tab V-4.7).

f. Maintenance Personnel

366 OSS personnel and SCBR contractors are not certified IAW AFI 24-302 to perform maintenance or repairs on any HMMWVs, to include MV (Tab BB-11).

6. EQUIPMENT, VEHICLES, FACILITIES, AND SYSTEMS

a. Functional Status

SCBR HMMWVs, to include MV, were assets procured from DLA for use as range targets and range support (Tab V-4.6). SCBR HMMWVs, to include MV, were not procured for standard vehicle use (Tab R-47). However, ROO made the decision to use SCBR HMMWVs that “run

and move” for range support (Tab R-45). Range support included firefighting, setting up targets, and movement throughout the range (Tab V-7.2). MV was one of six HMMWVs used by SCBR contractors and ROO (Tab V-4.13). SCBR contractors knew that the range support HMMWVs could become inoperable without notice (Tab V-6.2 and V-7.3). MV was operable on the date of the mishap (Tab V-1.4). The exact condition of MV on 24 June 2022 and in the moments leading up to the mishap is unknown due to the lack of maintenance documents and records (Tab V-4.7).

To utilize MV appropriately as a vehicle, it would need to be reclassified as an AF vehicle (Tab BB-7). To reclassify MV, the asset would need to be approved by the local Vehicle Management installation authority and maintained (Tab R-125). The reclassification process for SCBR HMMWVs, to include MV, was never initiated by 366 OSS or SCBR contractors (Tab V-4.7).

b. Equipment Condition Post-Mishap

Using the Vehicle Preventive Maintenance and Inspection (PM&I) checklist via AF Form 4354, an inspection was performed on MV IAW AFI 24-302, para. 1.8, after the mishap (Tab BB-9, BB-15, and BB-16). SCBR contractors marked range vehicles when the vehicles were delivered (Tabs S-27 and V-7.3). MV was marked “MH 669” (Tab S-27).

The B-pillar damage compromised the operability of the seatbelt retractor, so it is undetermined whether the retractor was operable at the time of the mishap (Tab S-27 and U-2). Regardless, no seatbelt could be pulled from the retractor after the mishap, which means the seatbelt was fully retracted at the time of the mishap (Tab U-2). This was further confirmed when the seatbelt that was cut by the safety investigation board lined up with the other half in the retracted position (Tab U-2). During the post-mishap assessment, the plastic housing of the front driver side (right) seatbelt buckle was broken off (Tab U-2). When attempting to fasten the cut seatbelt into the buckle, it fastened approximately 50% of the attempts and required additional attempts to fully fasten (Tab U-2). Had it buckled in every attempt, then it is highly likely that the buckle would have been operational prior to the mishap (Tab U-2).

On the air filter and oil filter, the date 25 April 2019 was handwritten (Tabs S-31 and S-32).



Figure 5 - Air Filter (Tab S-31)

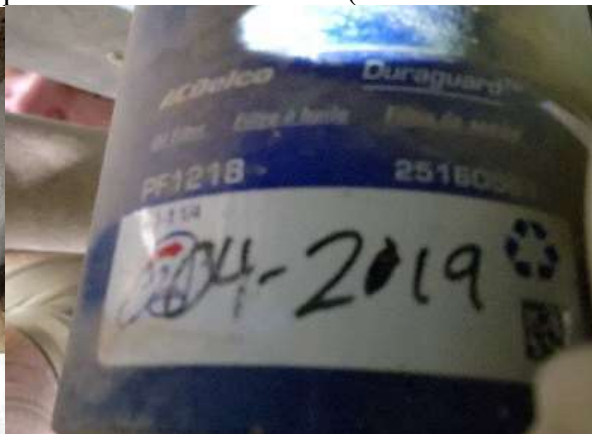


Figure 6 - Oil Filter (Tab S-32)



Figure 7 - Spare Part HMMWVs (Tab S-14)

Multiple deficiencies were found that, until repaired, would have barred the use of MV as a drivable asset (Tab BB-12). Nonetheless, there is no evidence to indicate that vehicle maintenance or the lack thereof played a significant role in the mishap.

First, the driver side (left) mirror assembly on MV was improperly mounted (Tabs S-26 and BB-15). The mounting hardware was stripped out and could no longer attach to the vehicle (Tab S-26). Self-tapping screws attached the driver side (left) mirror assembly to the frame of the windshield (Tab S-26). The self-tapping screws were pulling from the frame of MV and at risk of falling off (Tab S-26). Second, the lighting system and horn were inoperable (Tab BB-15). According to AFI 24-302, para. 9.16.2.4, both the lighting and horn systems are considered safety items that would have prevented MV from being used until the systems are repaired (Tab BB-12). Third, a review of the fuel pump showed it and the surrounding components were dripping wet with diesel fuel, indicating that the pump had been leaking prior to mishap (Tab S-33). Finally, the front passenger side (right) tire on MV should not have been utilized (Tab S-35). The passenger side (right) front tire on MV is a Goodyear Load Range “D,” while the remaining three tires are BF Goodrich Load Range “E” (Tab S-34 to S-37). Load Range “D” and “E” tires should not be mixed on the same vehicle and that is explicitly noted on the tires (Tab S-35). Mixing tires of differing load ranges negatively affects handling (Tab U-3).

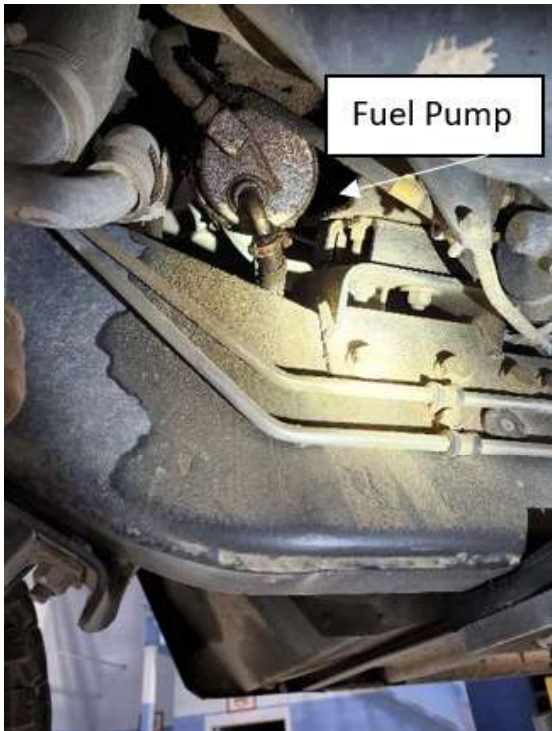


Figure 8 - MV Fuel Pump (Tab S-33)



Figure 9 - MV Mirror Bracket (Tab S-26)



Figure 10 - Load Range D Marking (S-36)



Figure 11 - Load Range E Marking (Tab S-37)



Figure 12 – “DO NOT MIX” Label (Tab S-35)

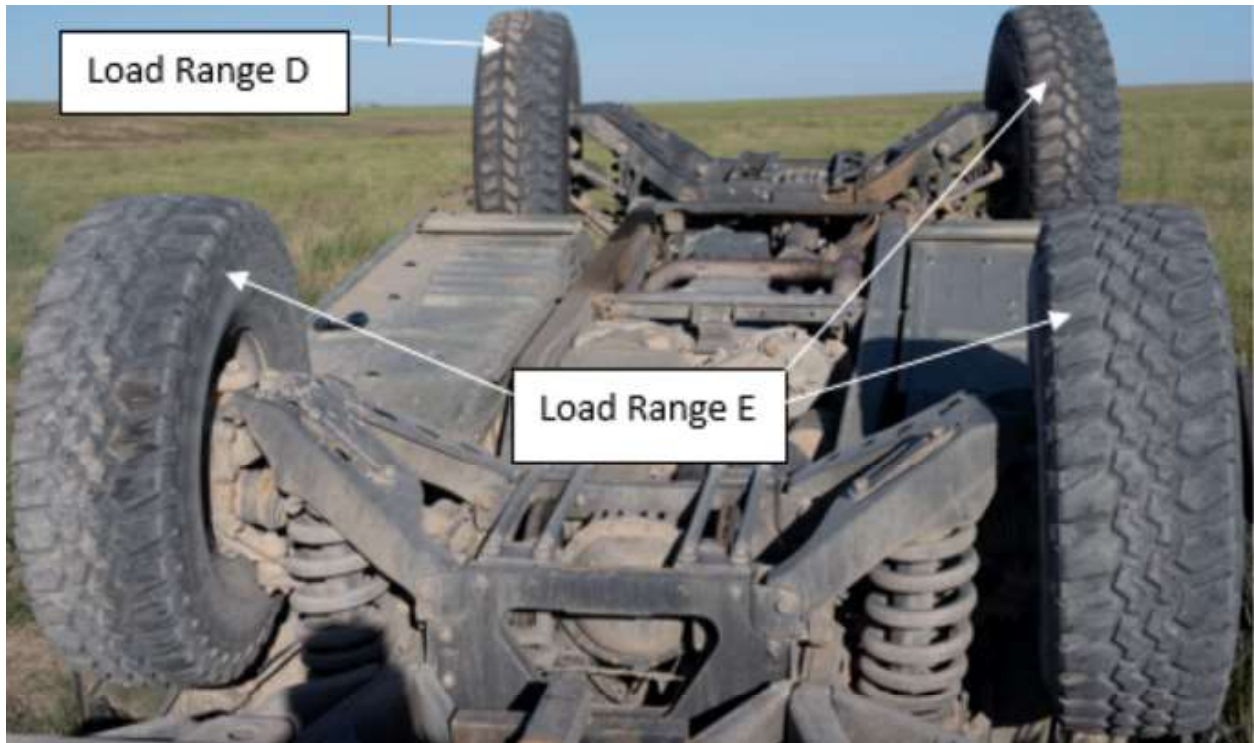


Figure 13 - Tire Comparison (Tab S-7)

As observed after the mishap, the brake pads on MV had sufficient pad material and would be considered serviceable (Tab BB-15). As a result of the damage to the B-pillar, MV sustained significant damage to its canvas top, center B-pillar cross-over support structure, rear C-pillar cross-over support structure, cab structure, and doors (Tab S-27). The passenger side (right) front door was crushed (Tab S-28). While damaged based on the pillars bending, there were no holes in the canvas top (Tab S-28).

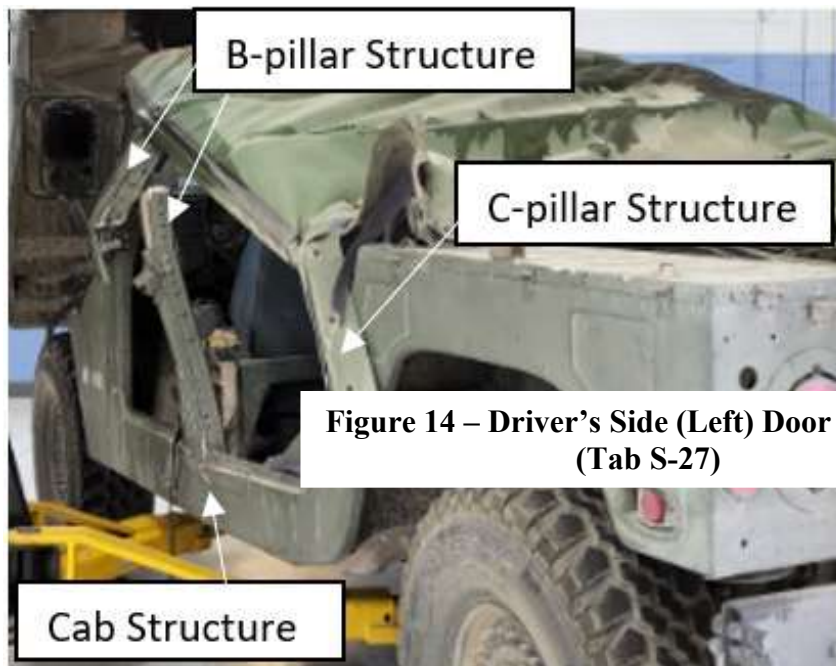


Figure 14 – Driver's Side (Left) Door Structure (Tab S-27)

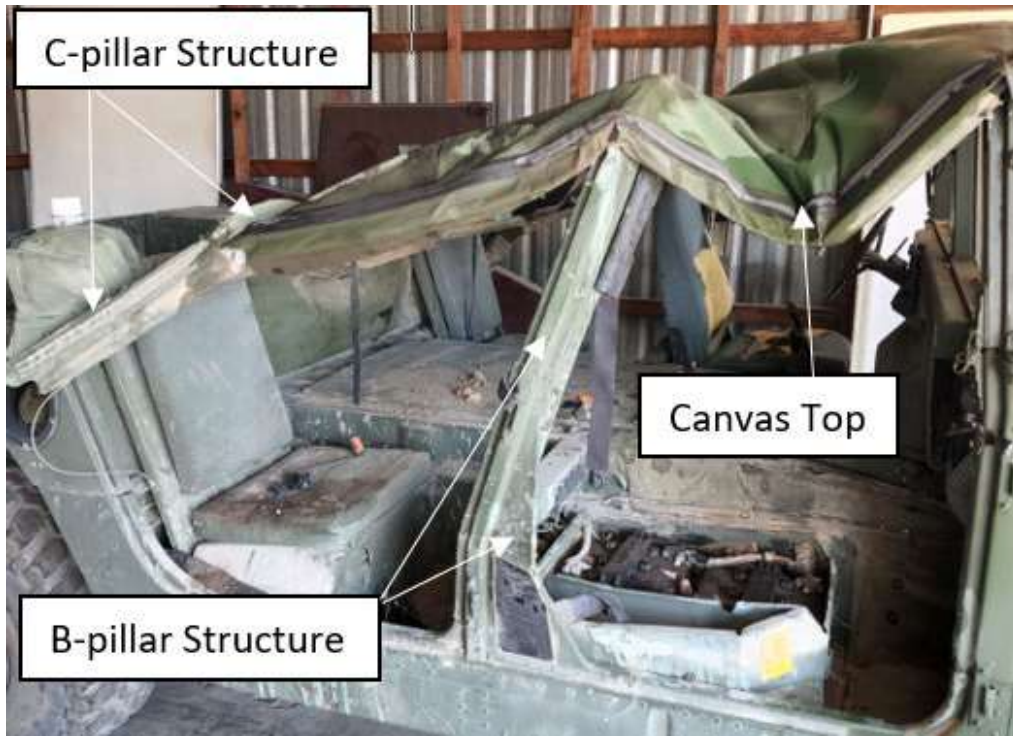


Figure 15 – Passenger’s Side (Right) Door Structure (Tab-28)



**Figure 16 – Doors
(Tab S-29)**

The front and rear passenger side (right) tires of MV broke bead, which released air from the tire and collected debris (Tab S-12 to 13). The term “bead” is used to describe the point where the edge of the tire sidewall and the inner lip of the rim seal the pressurized air in the tire (Tab S-5).



Rear Tire Dig-In Point

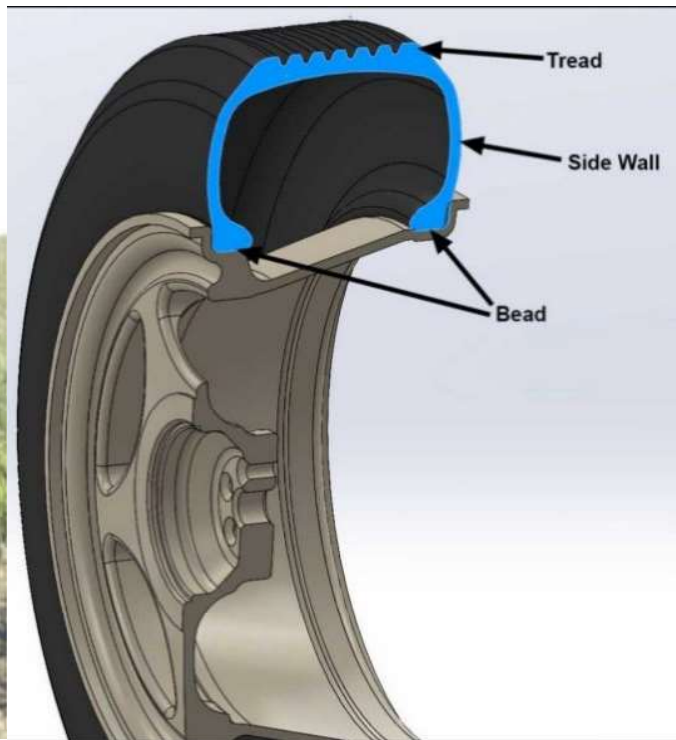


Figure 18 - Tire Bead to Rim (Tab S-5)



Figure 19 - Rear Tire Bead (S-12)



Figure 20 - Front Tire Bead (Tab S-13)

MV's steel wheel hub was bent as a result of the mishap (Tab S-34).

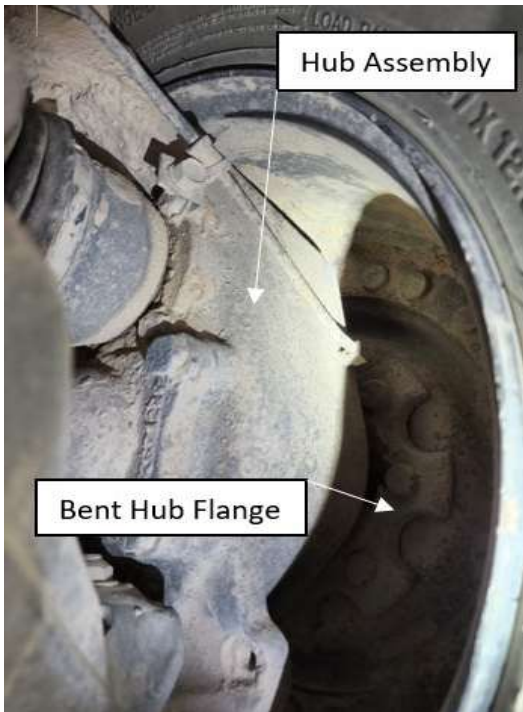


Figure 21 - Hub Assembly (Tab S-34)

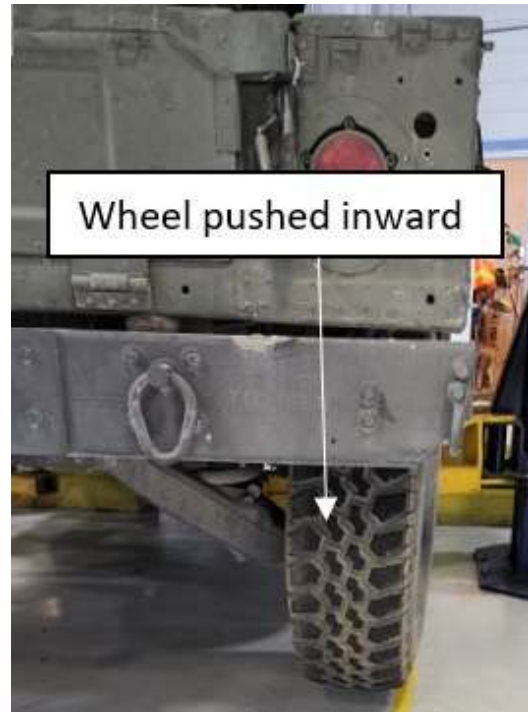


Figure 22 - Passenger Wheel (Tab S-30)

7. ENVIRONMENTAL CONDITIONS

a. Forecasted Weather

The forecast on 24 June 2022 was clear skies with good visibility and warm temperatures (Tab F-2).

b. Observed Weather

The observed weather at the time of the mishap was consistent with the forecasted weather described above (Tab F-4). There was no precipitation on 24 June 2022 (Tab F-4).

c. Post-Accident Weather

The post-mishap weather was similar to the observed weather (Tab F-4).

d. Environmental Conditions

The range roadways are gravel roads (Tab R-21). The road on which the mishap occurred was most recently graded on 1 June 2022 (Tab V-4.12). The road is mostly straight between the range tower and the main range building (Tab S-2 and S-21). The road returning to the main range building from the range tower has a slight bend to the right with a downhill portion followed by a slight uphill portion (Tab S-2 and S-24).



Figure 23 – Picture of Road Segment between Range Tower and Range Building (Tab S-24)

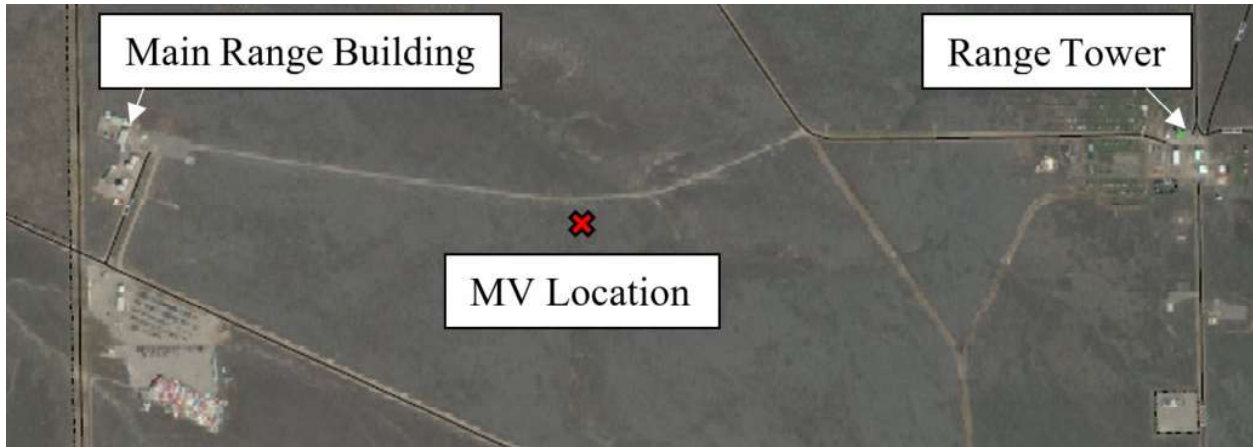


Figure 24 – Aerial View of Incident Road (Tab S-2)

There was no precipitation at SCBR from 23 June 2022 to 25 June 2022, and the road was dry on 24 June 2022 (Tab F-4).

There is no indication MVO was maneuvering to avoid a hazard, such as wildlife or debris in the road, at the time they lost control of MV (Tab R-10).

8. PERSONNEL QUALIFICATIONS

a. Relevant Training

MVO was a rising sophomore on summer recess at his university (Tab V-1.2). MVO had not driven a HMMWV prior to the date of the mishap (Tab V-1.3 to V-1.4). None were licensed to operate a HMMWV IAW AFI 24-301, para. 5.4.6.3 (Tab BB-3 and BB-19). Aside from the brief provided by ROO, which focused on operation of the HMMWV, there was no vehicle safety brief provided to any of the cadets (Tab V-3.3). IAW AFI 24-301, paras. 5.4.6, 5.4.8, and 5.5, unit Vehicle Control Officers and Vehicle Trainers must provide and document training for HMMWVs (Tab BB-3 to BB-5). No training was completed prior to MT taking control of the HMMWV (Tab V-3.3). There is no documentation that any 366 OSS personnel or SCBR contractors received training on HMMWVs IAW AFMAN 24-306, para 3.10 (Tab BB-14). Furthermore, there is no documentation that any 366 OSS personnel or SCBR contractors are authorized to train individuals on the operation of a HMMWV IAW AFI 24-301, para. 5.5.4 (Tabs BB-5, D-12, and D-13).

b. Training Currency

MVO did not receive formal training on HMMWV use and operation (Tab V-3.3). MVO possessed a state driver's license (Tab R-9).

9. MEDICAL

a. Qualifications

MVO, MC1, and MC2 were medically qualified for duty (Tab X-2).

b. Health

MVO, MC1, and MC2 had no indications of illness or other abnormal medical symptoms at the time of the mishap (Tab X-2).

c. Pathology

MVO received minor injuries and was treated and released the same day from the St. Alphonsus Medical Center in Boise, ID (Tabs X-2 and O-6).

MC1 was ejected and pinned by the MV during the rollover, causing fatal injuries. Emergency medical technicians pronounced MC1 deceased at MS (Tabs X-2 and O-6).

MC2 received minor injuries and was treated and released the same day from the St. Alphonsus Medical Center in Boise, ID (Tabs X-2 and O-6).

d. Toxicology

Mountain Home AFB Medical, Flight Medicine, and Flight Surgeons were notified but not activated as first responders (Tab R-140). Based on the confusion surrounding the legal status of AFROTC cadets, no toxicology testing was done on MVO or MC1 after the mishap (Tab R-161). MC2 was the only cadet who received any toxicology testing in the Emergency Room. MC2 was tested only for Ethanol (Alcohol), and that test was negative (Tab X-2).

e. Crew Rest and Crew Duty Time

MVO, MC1, and MC2 had normal duty days of 0800-1530 during Operations Air Force, so they were not subjected to abnormal crew duty time (Tab K-13). Crew rest appeared to be normal for the cadets in general and was not a factor in this mishap (Tab X-2).

10. OPERATIONS AND SUPERVISION

a. Operations

RS1 and RS2 arrived at Mountain Home AFB on 15 June 2022 (Tab K-13). The cadets arrived on 19 June 2022 (Tab K-13). The official itinerary accounted for four days of activities as 20 June 2022 was an observed federal holiday (Tab K-13). The duty day began at 0800L and ended NLT 1530L (Tab K-13). RS1 and RS2 were tasked with supervising the cadets at the scheduled events to include the range visit (Tab V-2.6). The visit concluded on 25 June 2022 when RS1, RS2, and AFROTC cadets departed Mountain Home AFB (Tab K-13).

b. Vehicle Oversight

IAW the Mountain Home AFB Master Vehicle Listing, the 366 OSS SCBR has no HMMWVs assigned to their inventory (Tab D-10 to D-11). Accordingly, 366 LRS did not provide any oversight for the SCBR HMMWVs (R-126).

The SCBR HMMWVs were acquired by ROO through DLA to be used as range targets and, later, as range support (Tab V-4.6). Based on the status of any HMMWVs received by the range and IAW Department of Defense Manual 4160.21-V4, DLA should have provided a document that stated the following:

Figure 27. Transferring HMMWV Certification

“The agency accepts the transfer or donation of vehicle(s) “AS IS” with no warranty of any kind including any implied warranties, such as fitness for any purpose. Since the vehicle(s) do not comply with the Federal Motor Vehicle Safety Standards and is(are) designed for use under conditions unique to the DoD, extra operator competence and caution should be exercised in the operation and use of this vehicle outside the design specification. In accepting the transfer or donation, the agency acknowledges that there may be hazards associated with the use of the vehicles.

The agency warrants that it will provide necessary operators training and hold the DoD harmless against all suits, actions, demands, or claims involving the operation of

Figure 27. Transferring HMMWV Certification, continued

HMMWVs in its custody. The agency also agrees to maintain, at its expense, adequate liability and property damage insurance and workman’s compensation insurance to cover such claims.

The agency agrees when vehicles are no longer needed they will be mutilated at the agency’s expense according to mutilation requirements in DoD 4160.21-M, “Defense Materiel Disposition Manual.”

Additionally, if the vehicles have DEMIL requirements, the agency agrees to perform the DEMIL at its expense according to DoD 4160.21-M-1.”

| | |
|------------------|------------|
| Signature | Date |
| Name(Print/Type) | Title |
| Activity/Unit | Grade/Rank |
| Phone Number | |

Figure 25 – DoDM 4160.21, Volume 4, Figure 27 (Tab BB-25 to BB-26)

It could not be determined whether the Transferring HMMWV Certification was provided for MV when DLA transferred the vehicle. By transfer via the DLA process, the acquired range HMMWVs, to include MV, no longer complied with Department of Transportation, Department of Defense, and United States Air Force (USAF) standards (Tab BB-25 to BB-26). However,

HMMWVs not in compliance with AFI 24-302, para 1.5, were driven by ROO and SCBR contractors for range support (Tabs V-4.13 and BB-8). SCBR contractors maintained a local log for all range targets and range support HMMWVs, and MV was included on that list (Tab V-7.3). Once ROO and the SCBR contractors determined a HMMWV was inoperable for range support, SCBR contractors would demilitarize the HMMWV in preparation for its use as a range target (Tab V-7.3).

11. GOVERNING DIRECTIVES AND PUBLICATIONS

a. Publicly Available Directives and Publications Relevant to the Mishap

AFMAN 13-212 Vol. 1, *Range Planning and Operations*, 22 June 2018

AFPD 24-3, Management, Operations and Use of Transportation Vehicles, 14 December 2017

AFI 24-301, Ground Transportation, 22 October 2019

AFI 24-302, *Vehicle Management*, 21 February 2020

AFMAN 24-306, *Operation of Air Force Government Motor Vehicles*, 30 July 2020

AFI 91-207, *The US Air Force Traffic Safety Program*, 26 July 2019

DoD 4160.21-M, Volume 4 Defense Material Deposition: Instructions for Hazardous Property and Other Special Processing Materiel, 22 October 2015, IC 3 30 September 2019

DoD 4160.28-M, Defense Demilitarization: Procedural Guidance, 31 August 2018

AFQTP 24-3-L350, High Mobility Multipurpose Wheeled Vehicle (HMMWV)

NOTICE: All directives and publications listed above are available digitally on the Air Force Departmental Publishing Office website at: <https://www.e-publishing.af.mil>.

b. Known or Suspected Deviations from Directives or Publications

All deviations previously discussed.

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K.1010315910

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Date: 2022.12.12 13:47:13
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LYLE K. DREW
Brigadier General, USAF
President, Ground Accident Investigation Board

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TAB A

SAFETY INVESTIGATOR INFORMATION

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A1. APPOINTMENT ORDERS



, 24 JUN 2022; Motor Vehicle; Class:A

US Air Force Air Education and Training Command (AETC)

12 JUL 2022

Special Order: 22-01G

Subject: Appointment Orders for Safety Investigation Board, 24 JUN 2022, Mountain Home AFB, AFSAS

Pursuant to DAFI 91-204 to convene safety investigations, and with the concurrence of the Air Education and Training Command Commander, the following individuals, their organizations indicated, are appointed as Safety Investigation Board (SIB) members to investigate the subject event.

Primary Members

- O6; ; USAF; AETC/SEG; Board President/Senior Member;
Randolph AFB
- E7; ; USAF; 81 TRW/SEG; Investigating Officer;
Keesler AFB
- O4; ; USAF; 47 OSS/OSE; Human Factors;
Laughlin AFB
- E5; ; USAF; AETC/SEG; Technical Expert;
Mountain Home AFB
- E5; ; USAF; AETC/SEG; Recorder;
Mountain Home AFB
- GS/GG - 13; ; USAF; AFSEC/SEGO; Safety Advisor/Safety Officer;
Kirtland AFB

The SIB will determine the cause(s) of this event, make recommendation(s) to prevent recurrence, and prepare a report as prescribed by DAFI 91-204 and AFMAN 91-223. Board members report to the board president and their SIB duties will take precedence until the investigation is complete. The investigation is complete when the board is released by the Commander and the report is accepted by HQ AFSEC.

, 24 JUN 2022; Motor Vehicle; Class:A

FOR THE COMMANDER

//Signed// 12 JUL 2022 1954(Z)

, Colonel, US Air Force
Director of Safety, AETC

A2. PRELIMINARY MESSAGE

RELEASE DATE: 27 JUN 2022 1934(Z)

CLASSIFICATION: Unclassified

FROM: Air Education and Training Command (AETC)

SUBJECT: Preliminary: On-Duty, Class A, AFOATS, OPERATING GVO ON RANGE COMPLEX; SINGLE VEHICLE ROLLOVER ACCIDENT; 1 FATAL 2 INJURED; INVESTIGATION ON GOING, 24 JUN 2022, Motor Vehicle, Government Motor Vehicle, Ground/Combat Support and Training, Maxwell AFB, Event #

1. GENERAL INFORMATION

AFSAS Report Number:

Convening Authority: Air Education and Training Command

Accounting MAJCOM, DRU or FOA: Air Education and Training Command

Accounting NAF: Air University

Accounting Wing: Jeanne M. Holm Center for Officer Accessions and Citizen Development

Accounting Base: Maxwell AFB

Event Duty Status: On-Duty

Event Type:

Tier 1: Motor Vehicle

Event Method of Initiation: Verbal Notification

2. EVENT DATE/TIME

Event Date, Local: 24 JUN 2022

Event Time, Local: 1524

3. EVENT LOCATION

Event Country: United States (USA)

US State: Idaho

On Base: No

Nearest Base: Mountain Home AFB

4. NARRATIVE

4.1. PRELIMINARY NARRATIVE

Person 1 (P1; AFSAS Person 1) was a passenger in a motor vehicle taking part in training event on range complex. Vehicle was involved in rollover accident. P1 fatal, ISB established, investigation on-going.

5. PERSONNEL INFORMATION

PERSON NUMBER: 1

Gender: Female

Age: 19

Grade: ROTC

Employment Status:

Tier 1: US Air Force

Tier 2: Regular
Duty Status:
Tier 1: On
Tier 2: TDY - Unit Training
Assigned MAJCOM: Air Education and Training Command
Assigned Numbered Air Force: Air University
Assigned Wing: Jeanne M. Holm Center for Officer Accessions and Citizen Development
Assigned Base: Maxwell AFB
Role in Event: Passenger
Injury Severity: Fatal

PERSON NUMBER: 2

Gender: Male
Age: 18
Grade: ROTC
Employment Status:
Tier 1: US Air Force
Tier 2: Regular
Duty Status:
Tier 1: On
Tier 2: TDY - Unit Training
Assigned MAJCOM: Air Education and Training Command
Assigned Numbered Air Force: Air University
Assigned Wing: Jeanne M. Holm Center for Officer Accessions and Citizen Development
Assigned Base: Maxwell AFB
Role in Event: Operator, Motor Vehicle
Injury Severity: First Aid Case

PERSON NUMBER: 3

Gender: Male
Age: 18
Grade: ROTC
Employment Status:
Tier 1: US Air Force
Tier 2: Regular
Duty Status:
Tier 1: On
Tier 2: TDY - Unit Training
Assigned MAJCOM: Air Education and Training Command
Assigned Numbered Air Force: Air University
Assigned Wing: Jeanne M. Holm Center for Officer Accessions and Citizen Development
Assigned Base: Maxwell AFB
Role in Event: Passenger
Injury Severity: No Lost Time

6. OBJECTS INFORMATION

There are no Objects entered for this event.

7. INTERIM SAFETY BOARD PERSONNEL

POSITION: INVESTIGATING OFFICER

Name:

Grade: E5

Organization: 366 FW/SEO

DSN:

Email:

POSITION: RECORDER

Name:

Grade: E5

Organization: 366 FW/SEO

DSN:

Commercial USA:

Email:

POSITION: SAFETY ADVISOR/SAFETY OFFICER

Name:

Grade: GS/GG - 12

Organization: 366 FW/SE

DSN:

Commercial USA:

Email:

8. RELEASING OFFICIAL

Name:

Grade: GS/GG - 13

Organization: AETC/SEG

Email:

DSN:

A3. SIB CONTACT INFORMATION

Event Report #808861, 24 JUN 2022; Motor Vehicle; Class:A

SIB CONTACT INFORMATION

| Grade | Name | Position | Board Membership | Organization | Contact Information | Email Address |
|------------|------|-------------------------------|------------------|--------------|---------------------|---------------|
| O6 | | Board President/Senior Member | Primary | AETC/SEG | COMM | |
| E7 | | Investigating Officer | Primary | 81 TRW/SEG | DSN COMM | |
| O4 | | Human Factors | Primary | 47 OSS/OSE | DSN COMM | |
| E5 | | Technical Expert | Primary | AETC/SEG | COMM | |
| GS/GG - 13 | | Safety Advisor/Safety Officer | Primary | AFSEC/SEGO | DSN COMM | |
| E5 | | Recorder | Secondary | AETC/SEG | DSN COMM | |
| GS/GG - 13 | | Safety Advisor/Safety Officer | Support | AETC/SEG | DSN | |

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TAB D

MAINTENANCE REPORTS, RECORDS, AND DATA

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**Reutilization / Transfer / Donation (RTD)
Requisition Item Details**

Details for DTID: W81JTH03150002, Requisition Number: FB48970345K002

Current Request Status: Request sent

Inventory Information

| | | | | | |
|---------------------|-----------------------|---------------------|-------------------------|--------------------|-----------|
| Cycle: | <u>DOD</u> | Days Left in Cycle: | 8 | Hazardous: | |
| Quantity Available: | 1 | Integrity Code: | <u>1</u> | Container ID: | |
| Condition: | <u>F</u> | Site: | <u>DLA DS RED RIVER</u> | Orig. Acq. Price: | 89,900.00 |
| Item Name: | TRUCK,UTILITY | NSN: | 2320013808604 | Date Entered Inv.: | 12/02/20 |
| DTID: | <u>W81JTH03150002</u> | DEMIL: | <u>C</u> | MSDS: | |
| Unit of Issue: | EA | Expedited: | No | | |
| Warehouse Location: | T010131A0 | | | | |

Requisition History for: FB48970345K002

| Transaction Date | Update User | Quantity | Action | Comments |
|-------------------|-------------|----------|----------------------------------|----------------------------------|
| 12/10/20 18:17:09 | | 1 | Request sent | Request sent to EBS |
| 12/10/20 18:17:09 | | 1 | Request approved by ASO | Request approved by EAR0087 |
| 12/10/20 18:16:10 | | 1 | Request sent to ASO for approval | Request sent to ASO for approval |
| 12/10/20 18:16:06 | | 1 | Request submitted | Request submitted by EAR0087 |

Quantity Requested in Requisition Number: FB48970345K002

Disposition Services Site Added Information

SECONDARY POC:
SECONDARY PHONE:
SECONDARY EMAIL:
PRIMARY POC:
PRIMARY PHONE:
PRIMARY EMAIL:
DRMO NAME: DLA DS RED RIVER
KNOWN PROBLEMS: STARTS AND RUNS
COLOR: GREEN
PIC: PIC

NIIN 013808604: TRUCK, UTILITY

CYLINDER QUANTITY: 8
BATTERY QUANTITY: 2
END ITEM IDENTIFICATION: HIGH MOBILITY WHEELED VEHICLE (HMMWV)
WHEEL QUANTITY: 4
DRIVE WHEEL QUANTITY: 2
PRIME MOVER TYPE: DIESEL ENGINE
ENGINE BRAKE HORSEPOWER: 160.0
ENGINE HORSEPOWER RATING SPEED 3400.0
IN RPM:
BATTERY VOLTAGE RATING IN VOLTS: 12.0
TRANSMISSION TYPE: AUTOMATIC
SEATING CAPACITY: 2
RATED LOAD CAPACITY: 3.20 TONS
DRIVE AXLE LOCATION: REAR
DRIVE AXLE LOCATION: FRONT
AXLE DRIVE TYPE: CONVENTIONAL
AXLE SPEED QUANTITY: 2
POWER DIVIDER UNIT: NOT INCLUDED



Stock Photo of a HMMWV

D2. DLA REQUEST INFORMATION

| THREE SMOKE GENERATORS AND 2 HMMWV'S FROM RED RIVER | | | | Range Specialist | 9/17/21 Scan #12 | | | |
|---|--------|----------------|----------------|------------------|------------------|----------------|----------------|------------------------|
| FB48970345K003 | 18 Dec | 12/10/20 18:16 | W81JTH03010009 | | TRUCK,UTILITY | 1 Request sent | 12/10/20 18:17 | Cancel |
| FB48970345K002 | 18 Dec | 12/10/20 18:16 | W81JTH03150002 | | TRUCK,UTILITY | 1 Request sent | 12/10/20 18:17 | Cancel |
| FB48970345K001 | 7 Jan | 12/10/20 18:16 | CN0TM601710002 | | TRAINING AIDS | 3 Request sent | 12/10/20 18:17 | Cancel |

D3. BILL OF LADING

2 Hammis 18 Dec 20

01063854

VLO: 00569214

B/L NO: 20AZGXRT

SHIPPER PROVIDED SHORT FORM BILL OF LADING - NOT NEGOTIABLE - DOMESTIC

ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON

ROUTE: CROWLEY LOGISTICS (D RELEASE NO: RTDFTSTL B/L NO: 20AZGXRT
 SCAC: CYGO VEH NO: 126A TYPE: AF3 MILEAGE: 1649 TERMS: PREPAID
 SEAL NUMBERS: *THIRD PARTY*
 TARIFF/SPECIAL RATE AUTH: CYGOTL EST CHGS: *****
 CARRIER WAY / FRT BILL NO: DATE PREPARED: 201216
 OWNERSHIP SCAC: OAEN
 CONSIGNED TO: DODAAC: FY4897

MARKS AND ANNOTATIONS:
 SED EXEMPT - SEE CONT PAGE(S)
 POC: Range Specialist
 HRSØD MON-FRI
 DO NOT USE GPS ROUTE
 DEL ISSUE CALL

BRUNEAU , ID US

DESTINATION/SPLC: BRUNEAU , ID 83604 US - 839350000

CONSIGNOR: DLA DISTRIBUTION RED RIVER IPG: 3
 TEXARKANA TX 75507-5000 MDD: 201218

SHIPPING POINT/SPLC: TEXARKANA , TX 755075000 - 661157270

| P | TY | H | DESCRIPTION OF ARTICLES | WEIGHT | RATE | EXT |
|---|----|---|-------------------------------------|--------|------|-------------|
| C | PK | M | | | | |
| 2 | VE | | TOTAL PIECES TOTAL CUBE 1362 | | | |
| | | | TOTAL WT OF ARTICLES | 20600 | | |
| | | | TOTAL PALLET WT | 0 | | |
| | | | GROSS WT | 20600 | | |
| | | | SEE PAGE 2 FOR SPECIAL INSTRUCTIONS | | | |
| | | | BILL DIRECT TO: CARRIER | | | |
| | | | | | | FOR PAYMENT |

345K002
345K003
Red River

ISSUING OFFICE: TRANS OFFICER

ED RIVER
 TEXARKANA , TX 755075000
 DODAAC: GBLOC: HBSQ

PER: CYGO "AGENT" DATE RECEIVED IN APPARENT GOOD ORDER: EXCEPTIONS NOTED TIME

D4. DLA CONDITION CODES

Condition Codes

Excess property is a source of affordable and proven equipment for other DoD activities and Foreign Military Sales (FMS) countries and it provides the U.S. government an opportunity to potentially recoup a return on investment. Accurate condition coding and property descriptions provide Disposition Services the ability to maximize the return on excess/surplus through either sales or reutilization.

| Code | Description | Condition |
|------|--|---|
| A | Serviceable issuable without qualification | New, used, repaired, or reconditioned material which is serviceable and issuable to all customers without limitation or restrictions. Includes material with more than 6 months shelf life remaining. |
| B | Serviceable issuable with qualification | New, used, repaired, or reconditioned material which is serviceable and issuable for its intended purpose but which is restricted from issue to specific units, activities, or geographical areas by reason of its limited usefulness or short service life expectancy. Includes material with 3 through 6 months shelf life. |
| C | Serviceable priority issue | Items which are serviceable and issuable to selected customers, but which must be issued before Condition A and B material to avoid loss as a usable asset. Includes material with less than 3 months shelf life remaining. |
| D | Serviceable test modification | Serviceable material which requires test, alteration, modification, conversion or disassembly. This does not include items which must be inspected or tested immediately prior to issue. |
| E | Unserviceable limited restoration | Material which involves only limited expense or effort to restore to serviceable condition and which is accomplished in the storage activity where the stock is located. |
| F | Unserviceable reparable | Economically reparable material which requires repair, overhaul, or reconditioning. Includes reparable items which are radioactivity contaminated. |
| G | Unserviceable incomplete | Material requiring additional parts or components to complete the end item prior to issue. |
| H | Unserviceable condemned | Material which has been determined to be unserviceable and does not meet repair criteria; includes condemned items which are radioactivity contaminated, Type I shelf life material that has passed the expiration date, and Type II shelf life material that has passed the expiration date and cannot be extended. |
| Q | Suspended (product Quality Deficiency) | Unserviceable items with potential or confirmed quality deficiencies. Disposition Services downgrades items that require mutilation to scrap |

D5. AED RECORDS

Range Maintainer

From:
Sent: Monday, November 29, 2021 10:54 PM
To: Range Maintainer
Subject: Transaction Receipt from Master Medical Equipment for \$212.00 (USD)

Order Information:
Description: MME - Order 78975
Invoice Number 78975
Customer ID 4425

Billing Information **Shipping Information**
Range Maintainer Range Maintainer

| Item Name | Description | Qty | Taxable | Unit Price | Item Total |
|-----------------------------------|----------------------|-----|---------|----------------|-----------------------|
| 17393 Physio-Control - Charge-Pak | SKU: PHY11403-000002 | 2 | Y | \$106.00 (USD) | \$212.00 (USD) |
| Total: | | | | | \$212.00 (USD) |

Payment Information:
Date/Time: 29-Nov-2021 21:54:11 PST
Transaction ID: 43085387219
Payment Method:
Transaction Type: Purchase
Auth Code: 025413

Merchant Contact Information:
Master Medical Equipment
Jackson, TN 38305
US

MH-21-0233
2700-3013

Smoke and Carbon Monoxide Alarms in BLD 51.

Installed Jul 2016.

* Battery/Pad changed out 13 Dec 21 / date on battery 2024/08/19

* AED used / new AED on order 28 June

| Location | High Bay | Kitchen | Near Bathroom | AED Blg66 | Inspector |
|-------------------------|---------------|---------------|---------------|---------------|-----------|
| Manf. Date | Dec/2015 | Nov 2015 | Dec/2105 | | |
| (Replace after 10 Yrs.) | | | | | |
| Date | <u>2 June</u> | <u>2 June</u> | <u>2 June</u> | <u>2 June</u> | |
| Date | <u>8 Jul</u> | <u>8 Jul</u> | <u>8 Jul</u> | <u>8 Jul</u> | |
| Date | <u>3 Aug</u> | <u>3 Aug</u> | <u>3 Aug</u> | <u>3 Aug</u> | |
| Date | <u>8 sep</u> | <u>8 sep</u> | <u>8 sep</u> | <u>8 sep</u> | |
| Date | <u>6 Oct</u> | <u>6 Oct</u> | <u>6 Oct</u> | <u>6 Oct</u> | |
| Date | <u>2 NOV</u> | <u>2 NOV</u> | <u>2 NOV</u> | <u>8 NOV</u> | |
| Date | <u>3 Dec</u> | <u>3 Dec</u> | <u>3 Dec</u> | <u>3 Dec</u> | * |
| Date | <u>10 JAN</u> | <u>10 JAN</u> | <u>10 JAN</u> | <u>10 JAN</u> | |
| Date | <u>3 Feb</u> | <u>3 Feb</u> | <u>3 Feb</u> | <u>3 Feb</u> | |
| Date | <u>3 mar</u> | <u>3 mar</u> | <u>3 mar</u> | <u>3 mar</u> | |
| Date | <u>5 Apr</u> | <u>5 Apr</u> | <u>5 Apr</u> | <u>5 Apr</u> | |
| Date | <u>5 may</u> | <u>5 may</u> | <u>5 may</u> | <u>5 may</u> | |
| Date | <u>2 June</u> | <u>2 June</u> | <u>2 June</u> | <u>2 June</u> | * |
| Date | <u>8 Jul</u> | <u>8 Jul</u> | <u>8 Jul</u> | | |
| Date | _____ | _____ | _____ | _____ | _____ |
| Date | _____ | _____ | _____ | _____ | _____ |
| Date | _____ | _____ | _____ | _____ | _____ |
| Date | _____ | _____ | _____ | _____ | _____ |

3 mar 22
Battery
Replaced

* AED Battery Blg 66/Blg 10 changed out 13 Dec 21 Due 19 June 2024

~~* Battery changed out 26 JAN 21~~

~~Batteries in AED Due Replacement Sep/21~~

D6. MASTER HMMWV LIST - MOUNTAIN HOME AFB

| Asset NSN | Vehicle Make Type | Master MGMT CD | MGMT CD | Account | ASC | EQP CD | Auth QTY | Reg Number | Auth Use Cd | OC | UC | Unit |
|---------------|--|----------------|---------|------------|----------|-----------|-------------|------------|--------------|----------|-----------|------------|
| 2320015402017 | JLTV HEAVY GUNS CAR L285 M1165A1B3 HMMWV | | L542 | 285VH | 010MNJE | V | 3 | AF12L00627 | A | AF | 1C | 366 CES |
| 2320015402017 | M1165A1B3 HMMWV | | L542 | 285VH | 010MNJE | V | 2 | AF12L00618 | A | AF | 1C | 366 CES |
| Authorized | | 3 Vacants | | 1 Assigned | | 2 Qty EOL | Qty Un Subs | | 2 Qty Due-In | | 0 Qty EDD | 0 |
| 2330013875443 | JLTV TRAILER M1101 HI MOBILITY TRAILER LT | | L289 | K451 | 285VH | 010MNJE | V | | | AF06K001 | A | AF |
| Authorized | | 3 | Vacants | 2 | Assigned | 1 | Qty EOL | 0 | | | 1 | Qty Due-In |

D7. MASTER VEHICLE LIST - 366 OSS

| Asset NSN | Vehicle Make Type | Master MGMT CD | MGMT CD | Account | ASC | EQP CD | Auth QTY | Reg Number | Auth Use Cd | OC | UC | Unit |
|-----------|--------------------------|----------------|---------|---------|---------|--------|----------|------------|-------------|----|----|---------|
| 232001123 | TRK PU CMPT 4X2 | | B200 | 285VH | 010MNFG | V | 1 | AF06B00522 | B | AF | 1C | 366 OSS |
| 232001164 | TRK PU CMPT 4X2 | | B200 | 285VH | 010MNGV | V | 1 | AF07B00636 | B | AF | 1C | 366 OSS |
| 232000580 | TRK 3/4T CREW CAB 4X4 PU | | B222 | 285VH | 012MNFI | L | 1 | G632700Y | B | AF | 1C | 366 OSS |
| 232000580 | TRK 3/4T CREW CAB 4X4 PU | | B222 | 285VH | 012MNFD | L | 1 | G632413U | B | AF | 1C | 366 OSS |
| | | | | 285VH | 010MNFD | V | 1 | | B | AF | 1C | 366 OSS |
| 232001215 | MAINT UTILITY DEL VAN | | B180 | 285VH | 010MNGW | V | 2 | AF10B02130 | B | AF | 1C | 366 OSS |
| 232001215 | MAINT UTILITY DEL VAN | | B180 | 285VH | 010MNGW | V | | AF11B00489 | B | AF | 1C | 366 OSS |
| 232001127 | TRK 3/4T CREW CAB 4X2 PU | | B217 | 285VH | 010MNFG | V | 1 | AF05B01206 | B | AF | 1C | 366 OSS |
| 232000892 | TRK 3/4T CREW CAB 4X4 PU | | B222 | 285VH | 010MNFG | V | | AF11B02731 | B | AF | 1C | 366 OSS |
| 232001094 | TRK 3/4T CREW CAB 4X4 PU | | B222 | 285VH | 010MNFG | V | 2 | AF08B01632 | B | AF | 1C | 366 OSS |
| | | | | 285VH | 013MNFD | V | 1 | | B | AF | 1C | 366 OSS |
| | | | | 285VH | 013MNFD | V | 1 | | B | AF | 1C | 366 OSS |

| APPOINTMENT OF VEHICLE TRAINERS | | |
|--|--|---|
| <p>PRINCIPLE PURPOSE: To maintain a record of unit vehicle trainer appointments. Some organizations may routinely keep copies of this form to maintain control over persons authorized to perform vehicle training.</p> | | |
| <p>ROUTINE USE(S): This form is used to appoint unit vehicle trainers. Logistics Readiness Squadrons / Ground Transportation can assist in processing this form.</p> | | |
| <p>DISCLOSURE: Voluntary; however, failure to provide the requested information may preclude appointment.</p> | | |
| SECTION I. VEHICLE CONTROL OFFICIAL (VCO) INFORMATION | | |
| <p>ORGANIZATION INFORMATION:</p> | <p>NAME OF VCO: (First, MI, Last)</p> | <p>CONTACT INFORMATION (DSN)</p> |
| | | |
| SECTION II. APPOINTEE INFORMATION | | |
| <p>IAW AF1 24-301, GROUND TRANSPORTATION, THE FOLLOWING PERSONNEL HAVE BEEN APPOINTED AS VEHICLE TRAINERS FOR THE MANAGEMENT CODE(S) LISTED IN THE TABLE BELOW: (If more space is needed to identify trainers, please use the AF170B continuation sheet).</p> | | |
| RANK / NAME OF TRAINER: | AF TRAINING COURSE COMPLETION DATE: | MANAGEMENT CODE(S) QUALIFIED TO TRAIN ON: |
| | | |
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| | | |
| <p>VCO SIGNATURE:</p> | | <p>DATE:</p> |
| | | |

SECTION III. APPOINTING AUTHORITY

I HEREBY APPOINT THE PERSONNEL IN SECTION II TO SERVE AS VEHICLE TRAINERS FOR MY ORGANIZATION. EACH MEMBER HAS ACCEPTED THE POSITION AND RESPONSIBILITIES ASSOCIATED WITH THIS APPOINTMENT.

| NAME: (First, MI, Last) | TITLE: | DATE: |
|-------------------------|--------|-------|
| | | |

SIGNATURE OF APPOINTING AUTHORITY: (Commander or equivalent)



SECTION IV. SECURITY FORCES REVIEW

A BACKGROUND CHECK HAS BEEN ACCOMPLISHED ON THE PERSONNEL IN SECTION II. THE INVESTIGATION RESULTS FROM THE SECURITY FORCES MANAGEMENT INFORMATION SYSTEM HAVE BEEN PROVIDED TO GROUND TRANSPORTATION.

REMARKS:



| NAME: (First, MI, Last) | TITLE: | DATE: |
|-------------------------|--------|-------|
| | | |

SIGNATURE OF SECURITY FORCES AUTHORITY:



SECTION V. GROUND TRANSPORTATION REVIEW

| NAME: (First, MI, Last) | TITLE: | DATE: |
|-------------------------|--------|-------|
| | | |

SIGNATURE OF GROUND TRANSPORTATION AUTHORITY:



REMARKS:



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TAB E
NOT USED

INTENTIONALLY

LEFT

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TAB F

WEATHER AND ENVIRONMENTAL RECORDS AND DATA

F1. MISSION WEATHER 24 JUN 22 F-2

F2. METEOROLOGICAL REPORT & OBSERVATIONS F-6

F3. WEATHER FORECAST 23 – 25 JUN 22 F-8

F1. MISSION WEATHER 24 JUN 22

| Date | | | | | | | | | | |
|--|----------------------|--|------------------|-------------------|---|-----------------|------------------|---------------------------------------|--|------------------------------------|
| Friday 24 Jun 2022 | | | | | | | | | | |
| | | 366 FW Mission Weather Product | | | | | | | | INITIALS _____ |
| <input type="checkbox"/> Daylight Savings Time | | Take Off / Landing Data | | | | | | | | MEF TIME: _____ AMD TIME: _____ |
| MHAFB (LOCAL TIME) | | 05-07L | 07-09L | 09-11L | 11-13L | 13-15L | 15-17L | FLYING WINDOW 0930L - 1450L | | |
| Sfc Wind (kt) | | | | 32015G25 | 32015G25 | 32015G25 | 32015G25 | TEMPO CONDS (L) / REASON FOR AMD | | |
| Cigs (AGL) | | NONE | NONE | NONE | NONE | NONE | NONE | | | |
| Vis | | 7 | 7 | 7 | 7 | 7 | 7 | | | |
| Wx | | NSW | NSW | NSW | NSW | NSW | NSW | | | |
| Max Temp (C) | | 13°C 14°C | 17°C 20°C | 22°C 24°C | 25°C 26°C | 26°C 27°C | 27°C 27°C | | | |
| Max Temp (F) | | 55°F 57°F | 63°F 68°F | 72°F 75°F | 77°F 79°F | 79°F 81°F | 81°F 81°F | | | |
| Min Altimeter | | 29.96 | 29.99 | 30.01 | 30.04 | 30.03 | 30.01 | | | |
| Max PA | | 2960 | 2932 | 2914 | 2886 | 2895 | 2914 | | | |
| MHAFB (LOCAL TIME) | | 17-19L | 19-21L | 21-23L | 23-01L | 01-03L | 03-05L | SOLAR/LUNAR DATA IS ON SECOND PAGE | | |
| Sfc Wind (kt) | | 32015G25 | 32015G25 | 32015G25 | VRB06 | VRB06 | VRB06 | | | |
| Cigs (AGL) | | NONE | NONE | NONE | NONE | NONE | NONE | | | |
| Vis | | 7 | 7 | 7 | 7 | 7 | 7 | | | |
| Wx | | NSW | NSW | NSW | NSW | NSW | NSW | | | |
| Max Temp (C) | | 27°C 26°C | 25°C 23°C | 20°C 18°C | 16°C 14°C | 14°C 13°C | 11°C 10°C | | | |
| Max Temp (F) | | 81°F 79°F | 77°F 73°F | 68°F 64°F | 61°F 57°F | 57°F 55°F | 52°F 50°F | | | |
| Min Altimeter | | 30.01 | 30.01 | 30.03 | 30.07 | 30.09 | 30.10 | | | |
| Max PA | | 2914 | 2914 | 2895 | 2858 | 2840 | 2831 | | | |
| 8-HR Divert Weather (09-17L) | | | | | Flying Window Flight Hazards / KMUO Advisories, Watches, and Warnings (All Heights are MSL): | | | | | |
| Station | CIG | Min Vis | Wx | Wnd ≥ 25kt | HAZARDS: | | | | | |
| BOI | NONE | 7 | NSW | 32015G25 | MDT-SEV TURB 240/300 - WA | | | | | |
| TWF | NONE | 7 | NSW | 29017G27 | LGT-MDT TURB SFC/120 - PACNW | | | | | |
| HIF | NONE | 7 | NSW | | LGT RIME 080/120 - CENT ID | | | | | |
| SLC | NONE | 7 | NSW | | CURRENT WWA's: | | | | | |
| NFL | NONE | 7 | NSW | | NONE | | | | | |
| LSV | NONE | 7 | NSW | | EXPECTED WWA's: | | | | | |
| LMT | NONE | 7 | NSW | | ADV: OB WND ≥ 20 BUT < 31KT ADV: FC SFC WND ≥ 25 BUT < 35KT | | | | | |
| FLT WINDOW MOA FCST | Times (Local) | Clouds (MSL Base/MSL Tops) | | | CIG | SFC VIS | Wx | Saylor SFC Winds | | |
| MHRC | 09-15L | SKC | | | NONE | 7 | NSW | 32018G28 | | |
| | | | | | | | | Juniper SFC Winds 33015G25 | | |
| SADDLE | 09-15L | SKC | | | NONE | 7 | NSW | | | |
| ADDITIONAL HAZARDS: NONE | | IN CLOUD VIS SKC 7+ NM FEW 3-7 NM SCT 1-3 NM BKN/OVC < 1 NM | | | ADDITIONAL CURRENT WWA's: NONE | | | UHF COMM | | |
| | | | | | ADDITIONAL EXPECTED WWA's NONE | | | GPS | | |
| Upper Air Data (MSL) | | | | | | | | | | |
| Valid Times: | 0600L | | 1200L | | 1800L | | 0000L | | | |
| FLIGHT LVL | Wind (Kt) | Temp (C) | Wind (Kt) | Temp (C) | Wind (Kt) | Temp (C) | Wind (Kt) | Temp (C) | | |
| 050 | 31015 | 15 | 32020 | 14 | 32020 | 16 | 33015 | 15 | | |
| 070 | 27015 | | 31020 | | 31020 | | 35010 | | | |
| 090 | 25015 | | 30020 | | 30020 | | 35010 | | | |
| 100 | 25020 | 04 | 29025 | 03 | 29025 | 04 | 34010 | 05 | | |
| 150 | 27025 | | 27030 | | 27030 | | 29030 | | | |
| 200 | 28025 | -17 | 28035 | -18 | 28035 | -17 | 28030 | -16 | | |
| 250 | 28030 | | 27040 | | 27040 | | 28030 | | | |
| 300 | 28040 | -45 | 28050 | -45 | 28050 | -44 | 28035 | -43 | | |
| 350 | 28045 | | 28055 | | 28055 | | 28045 | | | |
| 400 | 26045 | | 28050 | | 28050 | | 28045 | | | |
| FZ LVL (MSL) | 135 | | 140 | | 145 | | 145 | | | |
| CONTRAILS | 399/459 | | 399/458 | | 400/459 | | 401/544 | | | |
| TROP LVL (MSL) | 36770 | | 36819 | | 36932 | | 37041 | | | |
| Solar and Lunar Data (Local) | | | | | | | | | | |
| MHAFB | 24-Jun | 25-Jun | 26-Jun | ROUTES | Clouds (MSL Base/MSL Tops) | | | WEATHER | | |
| BMCT | 05:30L | 05:30L | 05:30L | 301 | FEW150/170 | | | NSW | | |
| Sunrise | 06:05L | 06:05L | 06:06L | 302 | SKC | | | NSW | | |
| Sunset | 21:27L | 21:27L | 21:27L | 303 | SKC | | | NSW | | |
| EECT | 22:02L | 22:02L | 22:02L | 304 | SKC | | | NSW | | |
| Moonrise | 18:00L | 03:40L | 04:09L | VR 1301 | SKC | | | NSW | | |
| Moonset | 17:40L | No Event | 18:45L | VR 1355 | FEW025/040 FEW 070/090 | | | NSW | | |
| % Illum | 22.4% | 14.8% | 8.7% | | | | | | | |
| Gunfighter Weather | | | | | NOTE: PLEASE PROVIDE AN IN-FLIGHT PIREP ON 324.1Mhz | | | | | |

SURFACE NVG DATA

ALL TIMES ARE LOCAL

| Date: Fri 24 Jun 2022 | | | | | | Date: Sat 25 Jun 2022 | | | | | |
|-----------------------|----------------------|-------------------|----------------------|-------------------|--------------------------------|-----------------------|----------------------|-------------------|---------------------|-------------------|--------------------------------|
| Sunrise: | 06:05L | Sunset: | 21:27L | DST? | TRUE | Sunrise: | 06:05L | Sunset: | 21:27L | | |
| Moonrise: | 18:00L | Moonset: | 17:40L | | | Moonrise: | 03:40L | Moonset: | No Event | | |
| TIME (local) | Solar Elev (degrees) | Azimuth (degrees) | Lunar Elev (degrees) | Azimuth (degrees) | Ground Illumination (millilux) | TIME (local) | Solar Elev (degrees) | Azimuth (degrees) | Moon Elev (degrees) | Azimuth (degrees) | Ground Illumination (millilux) |
| 0000 | -19 | 334 | -28 | 32 | 1.05 | 0000 | -19 | 334 | -27 | 20 | 1.05 |
| 0030 | -21 | 341 | -25 | 39 | 0.5 | 0030 | -21 | 341 | -25 | 27 | 0.5 |
| 0100 | -23 | 349 | -21 | 46 | 0.5 | 0100 | -23 | 349 | -22 | 34 | 0.5 |
| 0130 | -23 | 356 | -17 | 52 | 0.5 | 0130 | -23 | 356 | -19 | 40 | 0.5 |
| 0200 | -23 | 4 | -13 | 58 | 0.5 | 0200 | -23 | 3 | -15 | 46 | 0.5 |
| 0230 | -23 | 11 | -8 | 63 | 0.5 | 0230 | -23 | 11 | -11 | 52 | 0.5 |
| 0300 | -21 | 18 | -3 | 68 | 0.5 | 0300 | -21 | 18 | -7 | 57 | 0.5 |
| 0330 | -19 | 25 | 2 | 73 | 1.12 | 0330 | -19 | 25 | -2 | 63 | 1.04 |
| 0400 | -17 | 32 | 7 | 78 | 1.6 | 0400 | -17 | 32 | 3 | 67 | 1.37 |
| 0430 | -14 | 38 | 12 | 83 | HIGH | 0430 | -14 | 38 | 8 | 72 | HIGH |
| 0500 | -10 | 44 | 18 | 87 | HIGH | 0500 | -10 | 44 | 13 | 77 | HIGH |
| 0530 | -6 | 50 | 23 | 92 | HIGH | 0530 | -6 | 50 | 18 | 81 | HIGH |
| 0600 | -2 | 55 | 29 | 97 | HIGH | 0600 | -2 | 55 | 23 | 86 | HIGH |
| 0630 | 3 | 60 | 34 | 103 | HIGH | 0630 | 3 | 60 | 29 | 91 | HIGH |
| 0700 | 8 | 65 | 39 | 109 | HIGH | 0700 | 8 | 65 | 34 | 96 | HIGH |
| 0730 | 13 | 70 | 44 | 115 | HIGH | 0730 | 13 | 70 | 40 | 101 | HIGH |
| 0800 | 18 | 75 | 49 | 123 | HIGH | 0800 | 18 | 75 | 45 | 108 | HIGH |
| 0830 | 24 | 79 | 53 | 132 | HIGH | 0830 | 24 | 79 | 50 | 114 | HIGH |
| 0900 | 29 | 84 | 57 | 143 | HIGH | 0900 | 29 | 84 | 55 | 123 | HIGH |
| 0930 | 34 | 89 | 60 | 155 | HIGH | 0930 | 34 | 89 | 59 | 133 | HIGH |
| 1000 | 40 | 94 | 62 | 169 | HIGH | 1000 | 40 | 94 | 63 | 145 | HIGH |
| 1030 | 45 | 100 | 62 | 184 | HIGH | 1030 | 45 | 100 | 65 | 160 | HIGH |
| 1100 | 51 | 106 | 61 | 199 | HIGH | 1100 | 51 | 106 | 66 | 176 | HIGH |
| 1130 | 56 | 114 | 59 | 213 | HIGH | 1130 | 56 | 114 | 66 | 194 | HIGH |
| 1200 | 61 | 123 | 56 | 224 | HIGH | 1200 | 61 | 123 | 64 | 209 | HIGH |
| 1230 | 65 | 135 | 52 | 234 | HIGH | 1230 | 65 | 135 | 61 | 223 | HIGH |
| 1300 | 68 | 151 | 47 | 243 | HIGH | 1300 | 68 | 150 | 57 | 234 | HIGH |
| 1330 | 70 | 169 | 42 | 250 | HIGH | 1330 | 70 | 169 | 53 | 243 | HIGH |
| 1400 | 70 | 189 | 37 | 256 | HIGH | 1400 | 70 | 189 | 48 | 251 | HIGH |
| 1430 | 68 | 208 | 32 | 262 | HIGH | 1430 | 68 | 208 | 43 | 257 | HIGH |
| 1500 | 65 | 224 | 27 | 267 | HIGH | 1500 | 65 | 224 | 37 | 263 | HIGH |
| 1530 | 61 | 236 | 21 | 272 | HIGH | 1530 | 61 | 236 | 32 | 268 | HIGH |
| 1600 | 56 | 245 | 16 | 277 | HIGH | 1600 | 56 | 245 | 27 | 273 | HIGH |
| 1630 | 51 | 253 | 11 | 282 | HIGH | 1630 | 51 | 253 | 22 | 278 | HIGH |
| 1700 | 46 | 260 | 6 | 287 | HIGH | 1700 | 46 | 260 | 16 | 283 | HIGH |
| 1730 | 40 | 265 | 1 | 292 | HIGH | 1730 | 40 | 265 | 11 | 287 | HIGH |
| 1800 | 35 | 271 | -4 | 297 | HIGH | 1800 | 35 | 271 | 6 | 292 | HIGH |
| 1830 | 29 | 276 | -9 | 302 | HIGH | 1830 | 29 | 276 | 2 | 297 | HIGH |
| 1900 | 24 | 280 | -13 | 308 | HIGH | 1900 | 24 | 280 | -3 | 302 | HIGH |
| 1930 | 19 | 285 | -17 | 313 | HIGH | 1930 | 19 | 285 | -7 | 307 | HIGH |
| 2000 | 13 | 290 | -20 | 320 | HIGH | 2000 | 13 | 290 | -11 | 313 | HIGH |
| 2030 | 8 | 294 | -23 | 326 | HIGH | 2030 | 8 | 294 | -15 | 319 | HIGH |
| 2100 | 4 | 299 | -26 | 333 | HIGH | 2100 | 4 | 299 | -18 | 325 | HIGH |
| 2130 | -1 | 304 | -28 | 341 | HIGH | 2130 | -1 | 304 | -21 | 331 | HIGH |
| 2200 | -6 | 310 | -29 | 349 | HIGH | 2200 | -6 | 310 | -23 | 338 | HIGH |
| 2230 | -10 | 315 | -30 | 356 | HIGH | 2230 | -10 | 315 | -25 | 345 | HIGH |
| 2300 | -13 | 321 | -30 | 4 | HIGH | 2300 | -13 | 321 | -26 | 353 | HIGH |
| 2330 | -17 | 328 | -29 | 12 | 1.37 | 2330 | -17 | 328 | -26 | 0 | 1.37 |

"HIGH" represents millilux greater than 2.2

Date

Friday 24 Jun 2022



Mission Weather Product



INITIALS

MEF TIME:

1300L

AMD TIME:

Daylight Savings Time

Take Off / Landing Data

| MHAFB (LOCAL TIME) | 13-15L | 15-17L | 17-19L | 19-21L | 21-23L | 23-01L | FLYING WINDOW | | | | | |
|--------------------|----------|--------|----------|--------|----------|--------|---------------------------------------|------|-------|------|-------|------|
| Sfc Wind (kt) | 32012G20 | | 32012G20 | | 32010G15 | | 0930L - 1450L | | | | | |
| Cigs (AGL) | NONE | | NONE | | NONE | | TEMPO CONDS (L) / REASON FOR AMD | | | | | |
| Vis | 7 | | 7 | | 7 | | 32015G25 - KMUO 241900Z-250300Z | | | | | |
| Wx | NSW | | NSW | | NSW | | AMD to include 25KT gust TEMPO in TAF | | | | | |
| Max Temp (C) | 26°C | 26°C | 27°C | 27°C | 27°C | 25°C | 23°C | 02°C | 19°C | 17°C | | |
| Max Temp (F) | 79°F | 79°F | 81°F | 81°F | 81°F | 77°F | 73°F | 36°F | 66°F | 63°F | | |
| Min Altimeter | 30.05 | | 30.03 | | 30.02 | | 30.03 | | 30.05 | | | |
| Max PA | 2877 | | 2895 | | 2905 | | 2895 | | 2877 | | | |
| MHAFB (LOCAL TIME) | 01-03L | 03-05L | 05-07L | 07-09L | 09-11L | 11-13L | | | | | | |
| Sfc Wind (kt) | 32009 | | 32009 | | 32009 | | 32010G15 | | | | | |
| Cigs (AGL) | NONE | | NONE | | NONE | | 32010G15 | | | | | |
| Vis | 7 | | 7 | | 7 | | 7 | | | | | |
| Wx | NSW | | NSW | | NSW | | NSW | | | | | |
| Max Temp (C) | 14°C | 13°C | 13°C | 11°C | 10°C | 09°C | 11°C | 14°C | 17°C | 19°C | 22°C | 25°C |
| Max Temp (F) | 57°F | 55°F | 55°F | 52°F | 50°F | 48°F | 52°F | 57°F | 63°F | 66°F | 72°F | 77°F |
| Min Altimeter | 30.10 | | 30.11 | | 30.15 | | 30.21 | | 30.24 | | 30.23 | |
| Max PA | 2831 | | 2821 | | 2784 | | 2729 | | 2701 | | 2710 | |

SOLAR/LUNAR DATA IS ON SECOND PAGE

8-HR Divert Weather (13-21L)

Flying Window Flight Hazards / KMUO Advisories, Watches, and Warnings (All Heights are MSL):

| Station | CIG | Min Vis | Wx | Wnd ≥ 25kt | HAZARDS: |
|---------|------|---------|-----|------------|---|
| BOI | NONE | 7 | NSW | 32015G25 | MOD TURB 180/360 - S WA, N OR, C ID, NW/C MA |
| TWF | NONE | 7 | NSW | 29017G27 | LGT TURB 060/120 - S/C ID, N/W WA, E OR, MA, WY |
| HIF | NONE | 7 | NSW | | LGT RIME 080/120 - C ID |
| SLC | NONE | 7 | NSW | | CURRENT WWA's: |
| NFL | NONE | 7 | NSW | | NONE |
| LSV | NONE | 7 | NSW | | EXPECTED WWA's: |
| LMT | NONE | 7 | NSW | | ADV: OB WND ≥ 20 BUT < 31KT |
| | | | | | ADV: FC SFC WND ≥ 25 BUT < 35KT |

| FLT WINDOW MOA FCST | Times (Local) | Clouds (MSL Base/MSL Tops) | CIG | SFC VIS | Wx | Saylor SFC Winds |
|---------------------|---------------|----------------------------|------|---------|-----|------------------|
| MHRC | 13-15L | FEW-SCT140/160 | NONE | 7 | NSW | 32012G20 |
| SADDLE | 13-15L | SKC | NONE | 7 | NSW | 33012G20 |

| ADDITIONAL HAZARDS: | IN CLOUD VIS | ADDITIONAL CURRENT WWA's: | UHF COMM |
|---------------------|----------------|---------------------------|----------|
| NONE | SKC 7+ NM | NONE | |
| | FEW 3-7 NM | ADDITIONAL EXPECTED WWA's | GPS |
| | SCT 1-3 NM | NONE | |
| | BKN/OVC < 1 NM | | |

Upper Air Data (MSL)

| Valid Times: | 0600L | | 1200L | | 1800L | | 0000L | |
|----------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| FLIGHT LVL | Wind (Kt) | Temp (C) | Wind (Kt) | Temp (C) | Wind (Kt) | Temp (C) | Wind (Kt) | Temp (C) |
| 050 | 31015 | 15 | 32020 | 14 | 32020 | 16 | 33015 | 15 |
| 070 | 27015 | | 31020 | | 31020 | | 35010 | |
| 090 | 25015 | | 30020 | | 30020 | | 35010 | |
| 100 | 25020 | 04 | 29025 | 03 | 29025 | 04 | 34010 | 05 |
| 150 | 27025 | | 27030 | | 27030 | | 29030 | |
| 200 | 28025 | -17 | 28035 | -18 | 28035 | -17 | 28030 | -16 |
| 250 | 28030 | | 27040 | | 27040 | | 28030 | |
| 300 | 28040 | -45 | 28050 | -45 | 28050 | -44 | 28035 | -43 |
| 350 | 28045 | | 28055 | | 28055 | | 28045 | |
| 400 | 26045 | | 28050 | | 28050 | | 28045 | |
| FZ LVL (MSL) | 135 | | 140 | | 145 | | 145 | |
| CONTRAILS | 399/459 | | 399/458 | | 400/459 | | 401/544 | |
| TROP LVL (MSL) | 36770 | | 36819 | | 36932 | | 37041 | |

Solar and Lunar Data (Local)

| MHAFB | 24-Jun | 25-Jun | 26-Jun | ROUTES | Clouds (MSL Base/MSL Tops) | WEATHER |
|----------|--------|----------|--------|---------|----------------------------|---------|
| BMCT | 05:30L | 05:30L | 05:30L | 301 | FEW-SCT080/160 | NSW |
| Sunrise | 06:05L | 06:05L | 06:06L | 302 | FEW-SCT150/190 | NSW |
| Sunset | 21:27L | 21:27L | 21:27L | 303 | FEW-SCT150/170 | NSW |
| EECT | 22:02L | 22:02L | 22:02L | 304 | FEW-SCT150/170 | NSW |
| Moonrise | 18:00L | 03:40L | 04:09L | VR 1301 | SKC | NSW |
| Moonset | 17:40L | No Event | 18:45L | VR 1355 | FEW-SCT040/070 | NSW |
| % Illum | 22.4% | 14.8% | 8.7% | | | |

Gunfighter Weather

NOTE: PLEASE PROVIDE AN IN-FLIGHT PIREP ON 324.1MHz

SURFACE NVG DATA

ALL TIMES ARE LOCAL

| Date: | Fri 24 Jun 2022 | | | | | Date: | Sat 25 Jun 2022 | | | | |
|-----------------|-------------------------|----------------------|-------------------------|----------------------|--------------------------------------|-----------------|-------------------------|----------------------|------------------------|----------------------|--------------------------------------|
| Sunrise: | 06:05L | Sunset: | 21:27L | DST? | TRUE | Sunrise: | 06:05L | Sunset: | 21:27L | | |
| Moonrise: | 18:00L | Moonset: | 17:40L | | | Moonrise: | 03:40L | Moonset: | No Event | | |
| TIME (local) | Solar Elev (degrees) | Azimuth (degrees) | Lunar Elev (degrees) | Azimuth (degrees) | Ground Illumination (millilux) | TIME (local) | Solar Elev (degrees) | Azimuth (degrees) | Moon Elev (degrees) | Azimuth (degrees) | Ground Illumination (millilux) |
| 0000 | -19 | 334 | -28 | 32 | 1.05 | 0000 | -19 | 334 | -27 | 20 | 1.05 |
| 0030 | -21 | 341 | -25 | 39 | 0.5 | 0030 | -21 | 341 | -25 | 27 | 0.5 |
| 0100 | -23 | 349 | -21 | 46 | 0.5 | 0100 | -23 | 349 | -22 | 34 | 0.5 |
| 0130 | -23 | 356 | -17 | 52 | 0.5 | 0130 | -23 | 356 | -19 | 40 | 0.5 |
| 0200 | -23 | 4 | -13 | 58 | 0.5 | 0200 | -23 | 3 | -15 | 46 | 0.5 |
| 0230 | -23 | 11 | -8 | 63 | 0.5 | 0230 | -23 | 11 | -11 | 52 | 0.5 |
| 0300 | -21 | 18 | -3 | 68 | 0.5 | 0300 | -21 | 18 | -7 | 57 | 0.5 |
| 0330 | -19 | 25 | 2 | 73 | 1.12 | 0330 | -19 | 25 | -2 | 63 | 1.04 |
| 0400 | -17 | 32 | 7 | 78 | 1.6 | 0400 | -17 | 32 | 3 | 67 | 1.37 |
| 0430 | -14 | 38 | 12 | 83 | HIGH | 0430 | -14 | 38 | 8 | 72 | HIGH |
| 0500 | -10 | 44 | 18 | 87 | HIGH | 0500 | -10 | 44 | 13 | 77 | HIGH |
| 0530 | -6 | 50 | 23 | 92 | HIGH | 0530 | -6 | 50 | 18 | 81 | HIGH |
| 0600 | -2 | 55 | 29 | 97 | HIGH | 0600 | -2 | 55 | 23 | 86 | HIGH |
| 0630 | 3 | 60 | 34 | 103 | HIGH | 0630 | 3 | 60 | 29 | 91 | HIGH |
| 0700 | 8 | 65 | 39 | 109 | HIGH | 0700 | 8 | 65 | 34 | 96 | HIGH |
| 0730 | 13 | 70 | 44 | 115 | HIGH | 0730 | 13 | 70 | 40 | 101 | HIGH |
| 0800 | 18 | 75 | 49 | 123 | HIGH | 0800 | 18 | 75 | 45 | 108 | HIGH |
| 0830 | 24 | 79 | 53 | 132 | HIGH | 0830 | 24 | 79 | 50 | 114 | HIGH |
| 0900 | 29 | 84 | 57 | 143 | HIGH | 0900 | 29 | 84 | 55 | 123 | HIGH |
| 0930 | 34 | 89 | 60 | 155 | HIGH | 0930 | 34 | 89 | 59 | 133 | HIGH |
| 1000 | 40 | 94 | 62 | 169 | HIGH | 1000 | 40 | 94 | 63 | 145 | HIGH |
| 1030 | 45 | 100 | 62 | 184 | HIGH | 1030 | 45 | 100 | 65 | 160 | HIGH |
| 1100 | 51 | 106 | 61 | 199 | HIGH | 1100 | 51 | 106 | 66 | 176 | HIGH |
| 1130 | 56 | 114 | 59 | 213 | HIGH | 1130 | 56 | 114 | 66 | 194 | HIGH |
| 1200 | 61 | 123 | 56 | 224 | HIGH | 1200 | 61 | 123 | 64 | 209 | HIGH |
| 1230 | 65 | 135 | 52 | 234 | HIGH | 1230 | 65 | 135 | 61 | 223 | HIGH |
| 1300 | 68 | 151 | 47 | 243 | HIGH | 1300 | 68 | 150 | 57 | 234 | HIGH |
| 1330 | 70 | 169 | 42 | 250 | HIGH | 1330 | 70 | 169 | 53 | 243 | HIGH |
| 1400 | 70 | 189 | 37 | 256 | HIGH | 1400 | 70 | 189 | 48 | 251 | HIGH |
| 1430 | 68 | 208 | 32 | 262 | HIGH | 1430 | 68 | 208 | 43 | 257 | HIGH |
| 1500 | 65 | 224 | 27 | 267 | HIGH | 1500 | 65 | 224 | 37 | 263 | HIGH |
| 1530 | 61 | 236 | 21 | 272 | HIGH | 1530 | 61 | 236 | 32 | 268 | HIGH |
| 1600 | 56 | 245 | 16 | 277 | HIGH | 1600 | 56 | 245 | 27 | 273 | HIGH |
| 1630 | 51 | 253 | 11 | 282 | HIGH | 1630 | 51 | 253 | 22 | 278 | HIGH |
| 1700 | 46 | 260 | 6 | 287 | HIGH | 1700 | 46 | 260 | 16 | 283 | HIGH |
| 1730 | 40 | 265 | 1 | 292 | HIGH | 1730 | 40 | 265 | 11 | 287 | HIGH |
| 1800 | 35 | 271 | -4 | 297 | HIGH | 1800 | 35 | 271 | 6 | 292 | HIGH |
| 1830 | 29 | 276 | -9 | 302 | HIGH | 1830 | 29 | 276 | 2 | 297 | HIGH |
| 1900 | 24 | 280 | -13 | 308 | HIGH | 1900 | 24 | 280 | -3 | 302 | HIGH |
| 1930 | 19 | 285 | -17 | 313 | HIGH | 1930 | 19 | 285 | -7 | 307 | HIGH |
| 2000 | 13 | 290 | -20 | 320 | HIGH | 2000 | 13 | 290 | -11 | 313 | HIGH |
| 2030 | 8 | 294 | -23 | 326 | HIGH | 2030 | 8 | 294 | -15 | 319 | HIGH |
| 2100 | 4 | 299 | -26 | 333 | HIGH | 2100 | 4 | 299 | -18 | 325 | HIGH |
| 2130 | -1 | 304 | -28 | 341 | HIGH | 2130 | -1 | 304 | -21 | 331 | HIGH |
| 2200 | -6 | 310 | -29 | 349 | HIGH | 2200 | -6 | 310 | -23 | 338 | HIGH |
| 2230 | -10 | 315 | -30 | 356 | HIGH | 2230 | -10 | 315 | -25 | 345 | HIGH |
| 2300 | -13 | 321 | -30 | 4 | HIGH | 2300 | -13 | 321 | -26 | 353 | HIGH |
| 2330 | -17 | 328 | -29 | 12 | 1.37 | 2330 | -17 | 328 | -26 | 0 | 1.37 |

"HIGH" represents millilux greater than 2.2

F2. METEOROLOGICAL REPORT & OBSERVATIONS

METAR/SPECI from KMUO, Mountain Home Air Force Base (United States).

| | | |
|----|-----------------------|---|
| SA | 25/06/2022 00:58-> | METAR KMUO 250058Z AUTO 33018G22KT 10SM CLR 26/M04 A3003 RMK AO2 SLP152 T02601036 \$= |
| SA | 24/06/2022 23:58-> | METAR KMUO 242358Z AUTO 33016G25KT 10SM CLR 27/M05 A3003 RMK AO2 PK WND 34028/2257 SLP150 T02661052 10271 20237 55004 \$= |
| SA | 24/06/2022 22:58-> | METAR KMUO 242258Z AUTO 33016G28KT 10SM CLR 27/M06 A3002 RMK AO2 PK WND 33030/43 SLP147 T02691061 \$= |
| SA | 24/06/2022 21:58-> | METAR KMUO 242158Z AUTO 34018G24KT 10SM CLR 27/M04 A3004 RMK AO2 PK WND 32028/43 SLP154 T02651042 \$= |
| SA | 24/06/2022 20:58-> | METAR KMUO 242058Z AUTO 35016G24KT 10SM CLR 26/M03 A3004 RMK AO2 PK WND 30028/54 SLP154 T02621034 50000 \$= |
| SA | 24/06/2022 19:58-> | METAR KMUO 241958Z AUTO 33019G24KT 10SM FEW170 26/M03 A3004 RMK AO2 PK WND 35028/24 SLP152 T02601027 \$= |
| SA | 24/06/2022 18:58-> | METAR KMUO 241858Z AUTO 34017G22KT 10SM FEW200 25/M01 A3004 RMK AO2 SLP152 T02451014 \$= |
| SA | 24/06/2022 17:58-> | METAR KMUO 241758Z AUTO 33012G20KT 10SM FEW190 FEW220 24/M01 A3004 RMK AO2 SLP151 T02371013 10239 20116 52006 \$= |
| SA | 24/06/2022 16:58-> | METAR KMUO 241658Z AUTO 33018KT 10SM FEW200 23/M03 A3004 RMK AO2 SLP151 T02311033 \$= |
| SA | 24/06/2022 15:58-> | METAR KMUO 241558Z AUTO 32011KT 10SM CLR 21/M02 A3003 RMK AO2 SLP146 T02141018 \$= |
| SA | 24/06/2022 14:58-> | METAR KMUO 241458Z AUTO 32013KT 10SM CLR 20/01 A3002 RMK AO2 SLP141 T01950010 52016 \$= |
| SA | 24/06/2022 13:58-> | METAR KMUO 241358Z AUTO 31007KT 10SM CLR 16/01 A3001 RMK AO2 SLP139 T01600013 \$= |
| SA | 24/06/2022 12:58-> | METAR KMUO 241258Z AUTO 00000KT 10SM CLR 12/01 A2999 RMK AO2 SLP135 T01220012 \$= |
| SA | 24/06/2022 11:58-> | METAR KMUO 241158Z AUTO 30008KT 10SM FEW120 12/01 A2997 RMK AO2 SLP126 T01220012 10193 20122 52009 \$= |
| SA | 24/06/2022 10:58-> | METAR KMUO 241058Z AUTO 31010KT 10SM CLR 13/02 A2995 RMK AO2 SLP120 T01320015 CHINO RWY12 \$= |
| SA | 24/06/2022 09:58-> | METAR KMUO 240958Z AUTO 30008KT 10SM BKN220 13/02 A2995 RMK AO2 SLP120 T01330016 CHINO RWY12 \$= |
| SA | 24/06/2022 08:58-> | METAR KMUO 240858Z AUTO 36003KT 10SM CLR 14/01 A2994 RMK AO2 SLP116 T01350008 53010 \$= |
| SA | 24/06/2022 07:58-> | METAR KMUO 240758Z AUTO 33007KT 10SM CLR 15/00 A2992 RMK AO2 SLPNO T01540000 CHINO RWY12 \$= |
| SA | 24/06/2022 06:58-> | METAR KMUO 240658Z AUTO 33009KT 10SM CLR 18/00 A2991 RMK AO2 SLPNO T01750002 403120126 \$= |
| SA | 24/06/2022 05:58-> | METAR KMUO 240558Z AUTO 33009KT 10SM CLR 19/M01 A2991 RMK AO2 SLPNO T01941006 10311 20194 51017 \$= |
| SA | 24/06/2022 04:58-> | METAR KMUO 240458Z AUTO 32014KT 10SM CLR 22/M01 A2990 RMK AO2 SLPNO T02201013 \$= |
| SA | 24/06/2022 03:58-> | METAR KMUO 240358Z AUTO 31009KT 10SM CLR 24/01 A2988 RMK AO2 SLP092 T02410010 \$= |
| SA | 24/06/2022 02:58-> | METAR KMUO 240258Z AUTO 32008KT 10SM CLR 28/01 A2985 RMK AO2 LTG DSNT SE SLP080 T02810007 50007 \$= |
| SA | 24/06/2022 01:58-> | METAR KMUO 240158Z AUTO 35015KT 10SM CLR 30/00 A2983 RMK AO2 SLP075 T02970003 \$= |
| SA | 24/06/2022 00:58-> | METAR KMUO 240058Z AUTO 35017KT 10SM FEW170 30/03 A2983 RMK AO2 LTG DSNT S SLP080 T02980029 \$= |

No short TAF reports from **KMUO** during solicited interval in the database.

large TAF from KMUO, Mountain Home Air Force Base (United States).

| | | |
|----|--------------------|---|
| FT | 24/06/2022 18:19-> | TAF AMD KMUO 241819Z 2418/2524 32012G20KT 9999 SCT110 SCT190 QNH3002INS TEMPO 2418/2503 32015G25KT 510009 BECMG 2502/2503 32010G15KT 9999 FEW130 FEW170 QNH3005INS BECMG 2505/2506 32009KT 9999 FEW180 QNH3010INS BECMG 2515/2516 32010G15KT 9999 FEW160 QNH3014INS BECMG 2520/2521 VRB06KT 9999 FEW180 QNH3008INS TX27/2422Z TN09/2512Z= |
| FT | 24/06/2022 18:18-> | TAF COR KMUO 241818Z 2418/2524 32012G20KT 9999 SCT110 SCT190 QNH3002INS BECMG 2502/2503 32010G15KT 9999 FEW130 FEW170 QNH3005INS BECMG 2505/2506 32009KT 9999 FEW180 QNH3010INS BECMG 2515/2516 32010G15KT 9999 FEW160 QNH3014INS BECMG 2520/2521 VRB06KT 9999 FEW180 QNH3008INS TX27/2422Z TN09/2512Z= |
| FT | 24/06/2022 14:42-> | TAF AMD KMUO 241442Z 2414/2516 32010G15KT 9999 SKC QNH2998INS BECMG 2415/2416 32012G20KT 9999 SKC QNH3001INS BECMG 2504/2505 VRB06KT 9999 SKC QNH3003INS BECMG 2515/2516 12010G18KT 9999 SKC QNH3024INS TX27/2421Z TN11/2510Z= |
| FT | 24/06/2022 10:00-> | TAF KMUO 241000Z 2410/2516 32009KT 9999 SKC QNH2998INS BECMG 2415/2416 32015G25KT 9999 SKC 510009 QNH3001INS BECMG 2504/2505 VRB06KT 9999 SKC QNH3003INS BECMG 2515/2516 12010G18KT 9999 SKC QNH3024INS TX27/2421Z TN13/2412Z= |
| FT | 24/06/2022 02:00-> | TAF KMUO 240200Z 2402/2508 32012G22KT 9999 FEW090 BKN120 BKN160 QNH2983INS TEMPO 2402/2406 VRB15G28KT VCTS SCT060CB BKN120 BKN190 BECMG 2405/2406 32012G18KT 9999 FEW100 BKN200 QNH2991INS BECMG 2421/2422 32012G22KT 9999 FEW130 BKN200 QNH3000INS BECMG 2423/2424 32015G25KT 9999 SCT200 510009 QNH3001INS TX28/2423Z TN12/2412Z= |

| Time (MDT) | 2.0m Temperature °F | 2.0m Dew Point °F | 2.0m Wet bulb temperature °F | 2.0m Relative Humidity % | 6.1m Wind Speed mph | 6.1m Wind Gust mph | 6.1m Wind Direction | Solar Radiation W/m² | Precipitation accumulated in | Soil Temperature °F | Soil Moisture % | Battery voltage volt | Quality Control |
|------------|---------------------|-------------------|------------------------------|--------------------------|---------------------|--------------------|---------------------|----------------------|------------------------------|---------------------|-----------------|----------------------|-----------------|
| 23:02 | 74.0 | 57.8 | 63.2 | 57 | 8.0 | 14.0 | SSW | 0.0 | 8.13 | -99.9 | 41.30 | 12.00 | Suspect |
| 22:02 | 88.0 | 32.8 | 57.3 | 14 | 13.0 | 22.0 | S | 0.0 | 8.13 | -99.9 | 41.20 | 12.00 | Suspect |
| 21:02 | 78.0 | 43.1 | 57.3 | 29 | 8.0 | 13.0 | SSW | 0.0 | 8.13 | -99.9 | 41.20 | 12.00 | Suspect |
| 20:02 | 83.0 | 55.5 | 64.6 | 39 | 9.0 | 16.0 | WNW | 14.0 | 8.13 | -99.9 | 41.00 | 12.00 | Suspect |
| 19:02 | 85.0 | 77.3 | 79.1 | 78 | 11.0 | 20.0 | NW | 0.0 | 8.13 | -99.9 | 41.00 | 13.00 | Suspect |
| 18:02 | 90.0 | 88.7 | 89.0 | 96 | 13.0 | 23.0 | NW | 0.0 | 8.13 | -99.9 | 40.80 | 13.00 | Suspect |
| 17:02 | 91.0 | 67.9 | 74.0 | 47 | 14.0 | 22.0 | WNW | 667.0 | 8.13 | -99.9 | 40.80 | 13.00 | Suspect |
| 16:02 | 93.0 | 79.5 | 82.3 | 65 | 14.0 | 21.0 | NW | 819.0 | 8.13 | -99.9 | 40.80 | 13.00 | Suspect |
| 15:02 | 87.0 | 86.4 | 86.6 | 98 | 10.0 | 16.0 | NW | 542.0 | 8.13 | -99.9 | 40.80 | 13.00 | Suspect |
| 14:02 | 90.0 | 89.7 | 89.8 | 99 | 13.0 | 20.0 | NW | 1013.0 | 8.13 | -99.9 | 40.80 | 13.00 | Suspect |
| 13:02 | 83.0 | 18.4 | 52.1 | 9 | 10.0 | 20.0 | WNW | 698.0 | 8.13 | -99.9 | 40.80 | 13.00 | Suspect |
| 12:02 | 91.0 | 50.3 | 64.5 | 25 | 11.0 | 16.0 | NW | 984.0 | 8.13 | -99.9 | 40.90 | 13.00 | Suspect |
| 11:02 | 99.0 | 77.6 | 82.2 | 51 | 10.0 | 15.0 | WNW | 0.0 | 8.13 | -99.9 | 41.10 | 13.00 | Suspect |
| 10:02 | 76.0 | 21.6 | 49.9 | 13 | 12.0 | 16.0 | WSW | 285.0 | 8.13 | -99.9 | 41.10 | 13.00 | Suspect |
| 9:02 | 83.0 | 51.7 | 62.7 | 34 | 11.0 | 15.0 | W | 437.0 | 8.13 | -99.9 | 41.30 | 13.00 | Suspect |
| 8:02 | 68.0 | 67.7 | 67.9 | 99 | 8.0 | 12.0 | WSW | 0.0 | 8.13 | -99.9 | 41.40 | 13.00 | Suspect |
| 7:02 | 64.0 | 64.0 | 64.0 | 100 | 8.0 | 15.0 | S | 0.0 | 8.13 | -99.9 | 41.40 | 12.00 | Suspect |
| 6:02 | 70.0 | 70.0 | 70.0 | 100 | 10.0 | 16.0 | SSE | 0.0 | 8.13 | -99.9 | 41.40 | 12.00 | Suspect |
| 5:02 | 68.0 | 64.6 | 65.7 | 89 | 10.0 | 15.0 | SSE | 0.0 | 8.13 | -99.9 | 41.60 | 12.00 | Suspect |
| 4:02 | 78.0 | 73.8 | 74.9 | 87 | 10.0 | 17.0 | SE | 0.0 | 8.13 | -99.9 | 41.60 | 12.00 | Suspect |
| 3:02 | 70.0 | 69.7 | 69.9 | 99 | 8.0 | 14.0 | SSE | 0.0 | 8.13 | -99.9 | 41.70 | 12.00 | Suspect |
| 2:02 | 71.0 | 71.0 | 71.0 | 100 | 8.0 | 12.0 | SW | 0.0 | 8.13 | -99.9 | 41.70 | 12.00 | Suspect |
| 1:02 | 68.0 | 40.0 | 52.3 | 36 | 6.0 | 8.0 | S | 0.0 | 8.13 | -99.9 | 41.70 | 12.00 | Suspect |
| 0:02 | 89.0 | | 57.4 | | 1.0 | 4.0 | S | 0.0 | 8.13 | -99.9 | 41.70 | 12.00 | Suspect |
| 23:02 | 88.0 | | 57.1 | | 1.0 | 5.0 | SSE | 0.0 | 8.13 | -99.9 | 41.70 | 12.00 | Suspect |

HMMWV, S/N 157874, 24 JUNE 2022

F3. WEATHER FORECAST 23 - 25 JUN 22

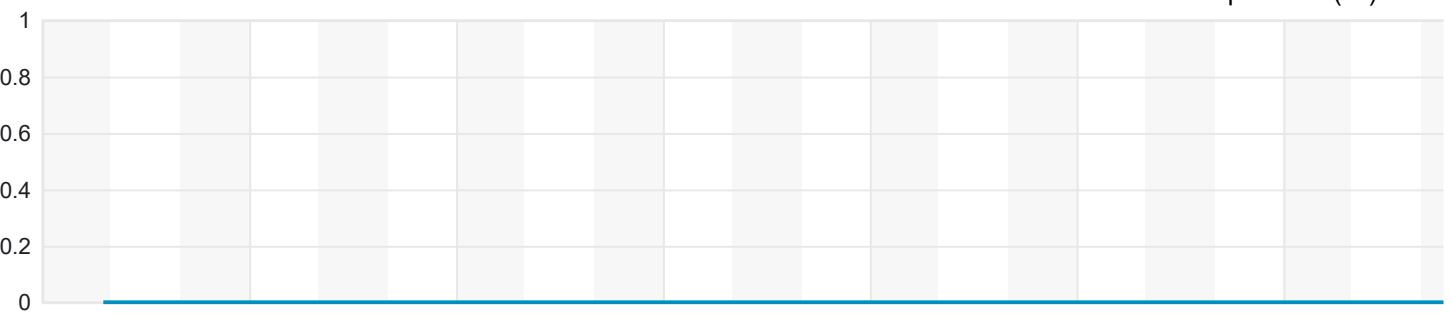
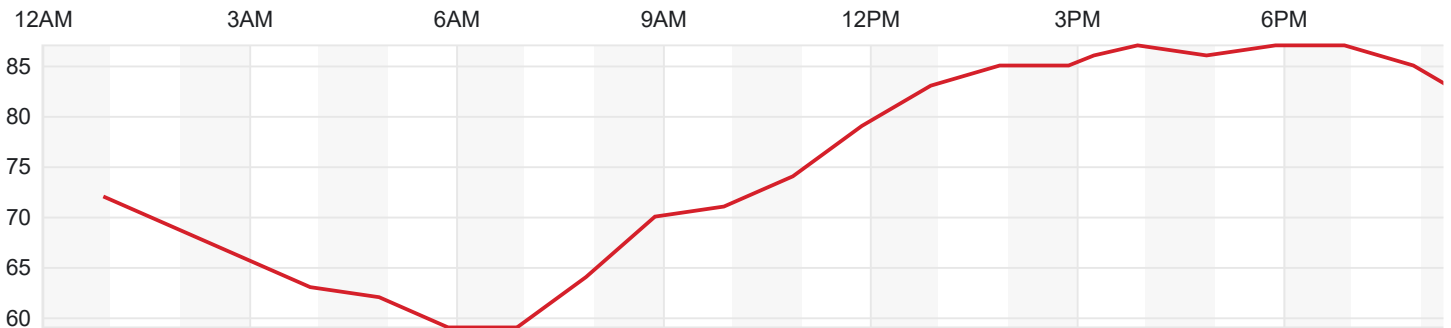
43.59 °N, 116.23 °W

Boise, ID Weather History ★ 🏠

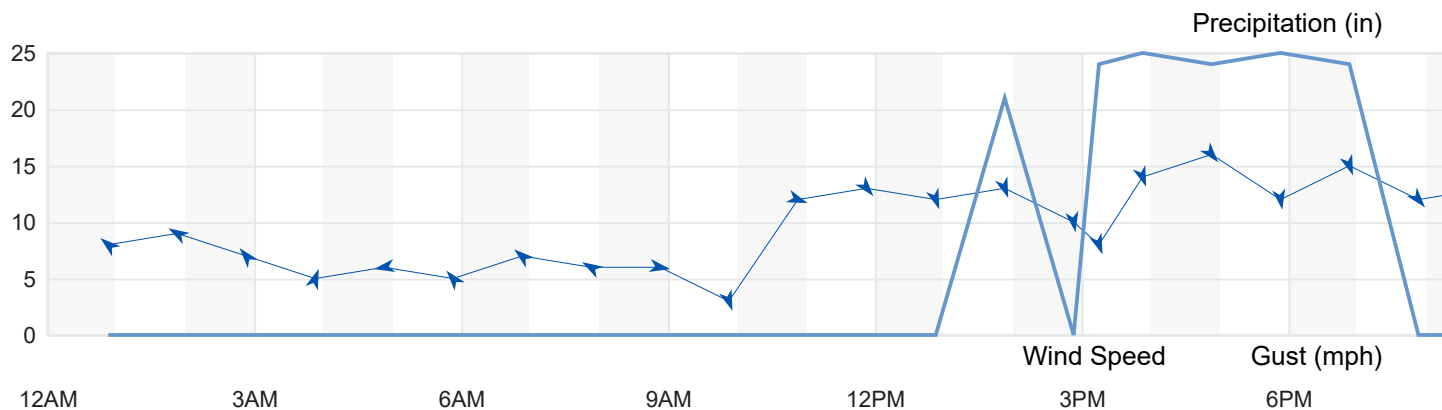
☀️ **91° BOISE AIRPORT STATION**

Daily Weekly Monthly

June 23 2022 View



HMMWV, S/N 157874, 24 JUNE 2022



Summary

| Temperature (°F) | Actual | Historic Avg. | Record | ▲ |
|---|------------|---------------|--------|---|
| High Temp | 87 | 84.1 | 103 | |
| Low Temp | 59 | 55.7 | 36 | |
| Day Average Temp | 74.84 | 69.9 | - | |
| Precipitation (in) | Actual | Historic Avg. | Record | ▲ |
| Precipitation (past 24 hours from 06:53:00) | 0.00 | 5.10 | - | |
| Dew Point (°F) | Actual | Historic Avg. | Record | ▲ |
| Dew Point | 37.68 | - | - | |
| High | 46 | - | - | |
| Low | 27 | - | - | |
| Average | 37.68 | - | - | |
| Wind (mph) | Actual | Historic Avg. | Record | ▲ |
| Max Wind Speed | 16 | - | - | |
| Visibility | 10 | - | - | |
| Sea Level Pressure (in) | Actual | Historic Avg. | Record | ▲ |
| Sea Level Pressure | 26.98 | - | - | |
| Astronomy | Day Length | Rise | Set | ▲ |

| Temperature (°F) | Actual | Historic Avg. | Record | ▲ |
|-----------------------|---------|---------------|----------|---|
| Actual Time | 15h 25m | 6:05 AM | 9:31 PM | |
| Civil Twilight | | 5:29 AM | 10:07 PM | |
| Nautical Twilight | | 4:42 AM | 10:54 PM | |
| Astronomical Twilight | | 3:43 AM | 11:53 PM | |
| Moon: waning crescent | | 2:54 AM | 4:37 PM | |

Daily Observations

| Time | Temperature | Dew Point | Humidity | Wind | Wind Speed | Wind Gust | Pressure | Precip |
|----------|-------------|-----------|----------|------|------------|-----------|----------|--------|
| 12:53 AM | 72 °F | 38 °F | 29 % | SE | 8 mph | 0 mph | 26.93 in | 0.0 i |
| 1:53 AM | 69 °F | 38 °F | 32 % | ESE | 9 mph | 0 mph | 26.92 in | 0.0 i |
| 2:53 AM | 66 °F | 40 °F | 38 % | SE | 7 mph | 0 mph | 26.92 in | 0.0 i |
| 3:53 AM | 63 °F | 39 °F | 41 % | SSW | 5 mph | 0 mph | 26.93 in | 0.0 i |
| 4:53 AM | 62 °F | 42 °F | 48 % | E | 6 mph | 0 mph | 26.95 in | 0.0 i |
| 5:53 AM | 59 °F | 41 °F | 51 % | SE | 5 mph | 0 mph | 26.95 in | 0.0 i |
| 6:53 AM | 59 °F | 41 °F | 51 % | SE | 7 mph | 0 mph | 26.97 in | 0.0 i |
| 7:53 AM | 64 °F | 42 °F | 45 % | ESE | 6 mph | 0 mph | 26.98 in | 0.0 i |
| 8:53 AM | 70 °F | 45 °F | 41 % | W | 6 mph | 0 mph | 26.98 in | 0.0 i |
| 9:53 AM | 71 °F | 46 °F | 41 % | NNW | 3 mph | 0 mph | 26.98 in | 0.0 i |
| 10:53 AM | 74 °F | 45 °F | 35 % | WNW | 12 mph | 0 mph | 26.98 in | 0.0 i |
| 11:53 AM | 79 °F | 45 °F | 30 % | NW | 13 mph | 0 mph | 26.97 in | 0.0 i |
| 12:53 PM | 83 °F | 45 °F | 26 % | NNW | 12 mph | 0 mph | 26.96 in | 0.0 i |
| 1:53 PM | 85 °F | 44 °F | 24 % | NNW | 13 mph | 21 mph | 26.95 in | 0.0 i |
| 2:53 PM | 85 °F | 41 °F | 21 % | N | 10 mph | 0 mph | 26.93 in | 0.0 i |
| 3:15 PM | 86 °F | 39 °F | 19 % | NNW | 8 mph | 24 mph | 26.92 in | 0.0 i |
| 3:53 PM | 87 °F | 38 °F | 18 % | NNW | 14 mph | 25 mph | 26.92 in | 0.0 i |
| 4:53 PM | 86 °F | 34 °F | 16 % | NW | 16 mph | 24 mph | 26.90 in | 0.0 i |
| 5:53 PM | 87 °F | 28 °F | 12 % | N | 12 mph | 25 mph | 26.89 in | 0.0 i |
| 6:53 PM | 87 °F | 28 °F | 12 % | NNW | 15 mph | 24 mph | 26.88 in | 0.0 i |
| 7:53 PM | 85 °F | 27 °F | 12 % | NW | 12 mph | 0 mph | 26.88 in | 0.0 i |

| Time | Temperature | Dew Point | Humidity | Wind | Wind Speed | Wind Gust | Pressure | Prec |
|----------|-------------|-----------|----------|------|------------|-----------|----------|-------|
| 8:53 PM | 81 °F | 29 °F | 15 % | NW | 13 mph | 0 mph | 26.90 in | 0.0 i |
| 9:53 PM | 75 °F | 29 °F | 18 % | NW | 13 mph | 0 mph | 26.92 in | 0.0 i |
| 10:53 PM | 70 °F | 28 °F | 21 % | NW | 8 mph | 0 mph | 26.94 in | 0.0 i |
| 11:53 PM | 66 °F | 30 °F | 26 % | SSW | 8 mph | 0 mph | 26.95 in | 0.0 i |

43.59 °N, 116.23 °W

Boise, ID Weather History ★ 🏠

☀️ **88° BOISE AIRPORT STATION** (/DASHBOARD/PWS/KIDBOISE187?)

Daily

Weekly

Monthly

June

6-24)

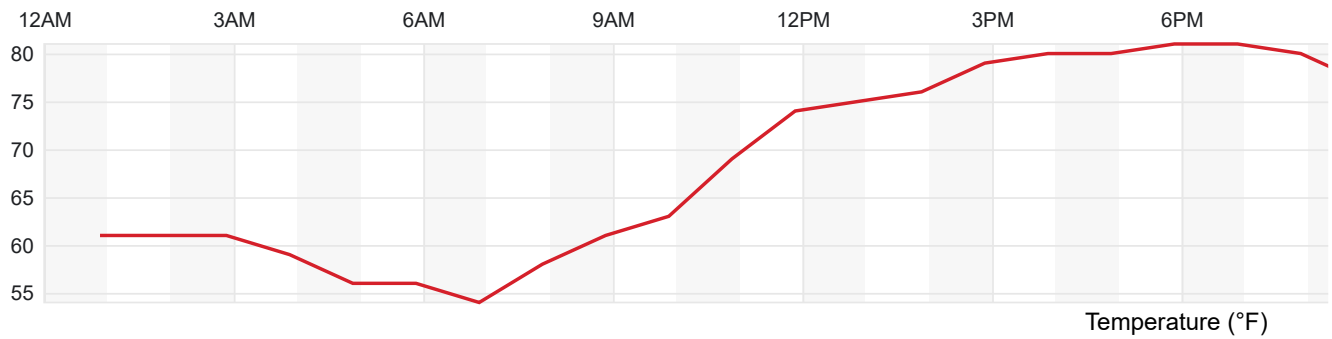
6-24)

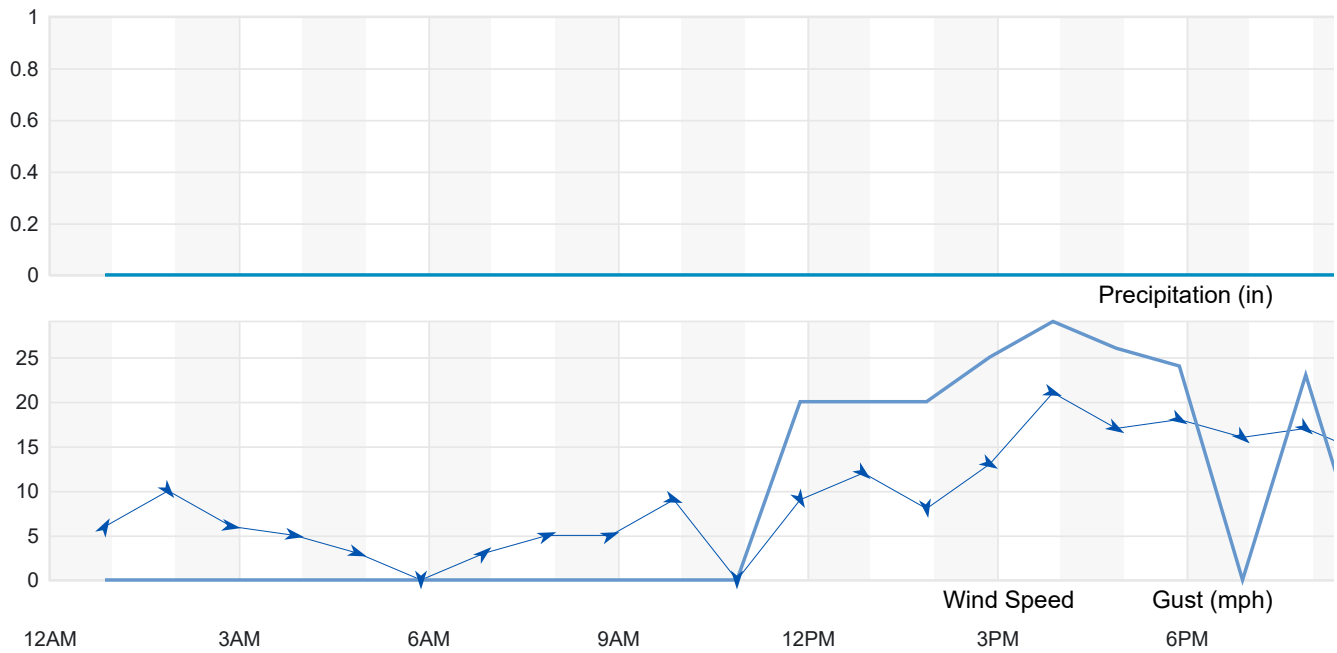
6)

24

2022

View





Summary

| Temperature (°F) | Actual | Historic Avg. | Record | ▲ |
|---|--------|---------------|--------|---|
| High Temp | 81 | 84.6 | 98 | |
| Low Temp | 54 | 56 | 36 | |
| Day Average Temp | 68.63 | 70.3 | - | |
| Precipitation (in) | Actual | Historic Avg. | Record | ▲ |
| Precipitation (past 24 hours from 06:53:00) | 0.00 | 5.10 | - | |
| Dew Point (°F) | Actual | Historic Avg. | Record | ▲ |
| Dew Point | 33.54 | - | - | |
| High | 40 | - | - | |
| Low | 24 | - | - | |
| Average | 33.54 | - | - | |
| Wind (mph) | Actual | Historic Avg. | Record | ▲ |
| Max Wind Speed | 21 | - | - | |

| Temperature (°F) | Actual | Historic Avg. | Record | ▲ |
|-------------------------|------------|---------------|----------|---|
| Visibility | 10 | - | - | |
| Sea Level Pressure (in) | Actual | Historic Avg. | Record | ▲ |
| Sea Level Pressure | 27.11 | - | - | |
| Astronomy | Day Length | Rise | Set | ▲ |
| Actual Time | 15h 25m | 6:05 AM | 9:31 PM | |
| Civil Twilight | | 5:29 AM | 10:07 PM | |
| Nautical Twilight | | 4:42 AM | 10:54 PM | |
| Astronomical Twilight | | 3:43 AM | 11:53 PM | |
| Moon: waning crescent | | 3:15 AM | 5:43 PM | |

Daily Observations

| Time | Temperature | Dew Point | Humidity | Wind | Wind Speed | Wind Gust | Pressure | Precip |
|----------|-------------|-----------|----------|------|------------|-----------|----------|--------|
| 12:53 AM | 61 °F | 33 °F | 35 % | SSW | 6 mph | 0 mph | 26.97 in | 0.0 i |
| 1:53 AM | 61 °F | 36 °F | 39 % | NW | 10 mph | 0 mph | 26.97 in | 0.0 i |
| 2:53 AM | 61 °F | 37 °F | 41 % | W | 6 mph | 0 mph | 26.98 in | 0.0 i |
| 3:53 AM | 59 °F | 37 °F | 44 % | W | 5 mph | 0 mph | 26.99 in | 0.0 i |
| 4:53 AM | 56 °F | 37 °F | 49 % | WNW | 3 mph | 0 mph | 27.00 in | 0.0 i |
| 5:53 AM | 56 °F | 36 °F | 47 % | CALM | 0 mph | 0 mph | 27.01 in | 0.0 i |
| 6:53 AM | 54 °F | 36 °F | 51 % | SW | 3 mph | 0 mph | 27.02 in | 0.0 i |
| 7:53 AM | 58 °F | 35 °F | 42 % | WSW | 5 mph | 0 mph | 27.04 in | 0.0 i |
| 8:53 AM | 61 °F | 37 °F | 41 % | WSW | 5 mph | 0 mph | 27.05 in | 0.0 i |
| 9:53 AM | 63 °F | 39 °F | 41 % | WNW | 9 mph | 0 mph | 27.08 in | 0.0 i |
| 10:53 AM | 69 °F | 40 °F | 35 % | | 0 mph | 0 mph | 27.08 in | 0.0 i |
| 11:53 AM | 74 °F | 40 °F | 29 % | NNW | 9 mph | 20 mph | 27.08 in | 0.0 i |
| 12:53 PM | 75 °F | 36 °F | 24 % | NW | 12 mph | 20 mph | 27.08 in | 0.0 i |
| 1:53 PM | 76 °F | 31 °F | 19 % | N | 8 mph | 20 mph | 27.08 in | 0.0 i |
| 2:53 PM | 79 °F | 26 °F | 14 % | WNW | 13 mph | 25 mph | 27.08 in | 0.0 i |
| 3:53 PM | 80 °F | 24 °F | 13 % | WNW | 21 mph | 29 mph | 27.07 in | 0.0 i |

| Time | Temperature | Dew Point | Humidity | Wind | Wind Speed | Wind Gust | Pressure | Prec |
|----------|-------------|-----------|----------|------|------------|-----------|----------|-------|
| 4:53 PM | 80 °F | 24 °F | 13 % | WNW | 17 mph | 26 mph | 27.06 in | 0.0 i |
| 5:53 PM | 81 °F | 28 °F | 14 % | WNW | 18 mph | 24 mph | 27.06 in | 0.0 i |
| 6:53 PM | 81 °F | 29 °F | 15 % | NW | 16 mph | 0 mph | 27.06 in | 0.0 i |
| 7:53 PM | 80 °F | 30 °F | 16 % | NW | 17 mph | 23 mph | 27.06 in | 0.0 i |
| 8:53 PM | 77 °F | 32 °F | 19 % | NW | 14 mph | 0 mph | 27.08 in | 0.0 i |
| 9:53 PM | 72 °F | 32 °F | 23 % | NNW | 8 mph | 0 mph | 27.10 in | 0.0 i |
| 10:53 PM | 68 °F | 34 °F | 28 % | NW | 6 mph | 0 mph | 27.11 in | 0.0 i |
| 11:53 PM | 65 °F | 36 °F | 34 % | NNW | 8 mph | 0 mph | 27.11 in | 0.0 i |

43.59 °N, 116.23 °W

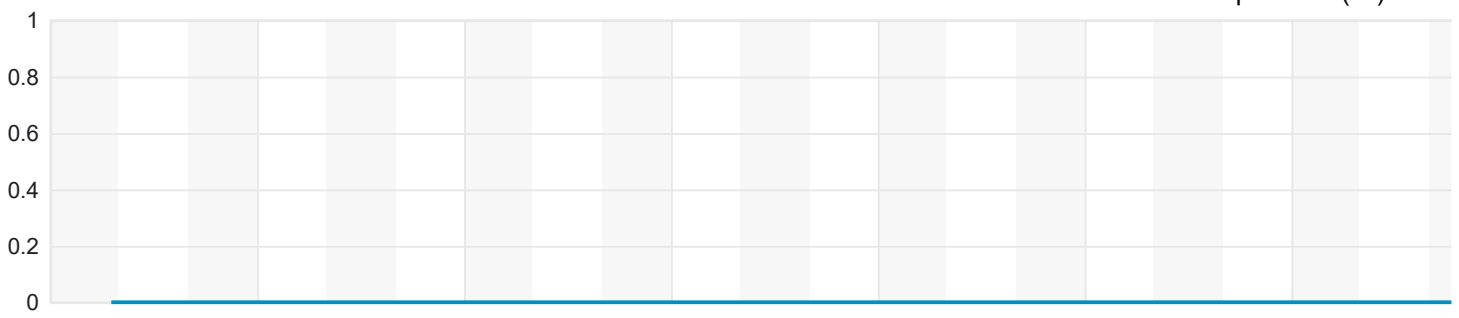
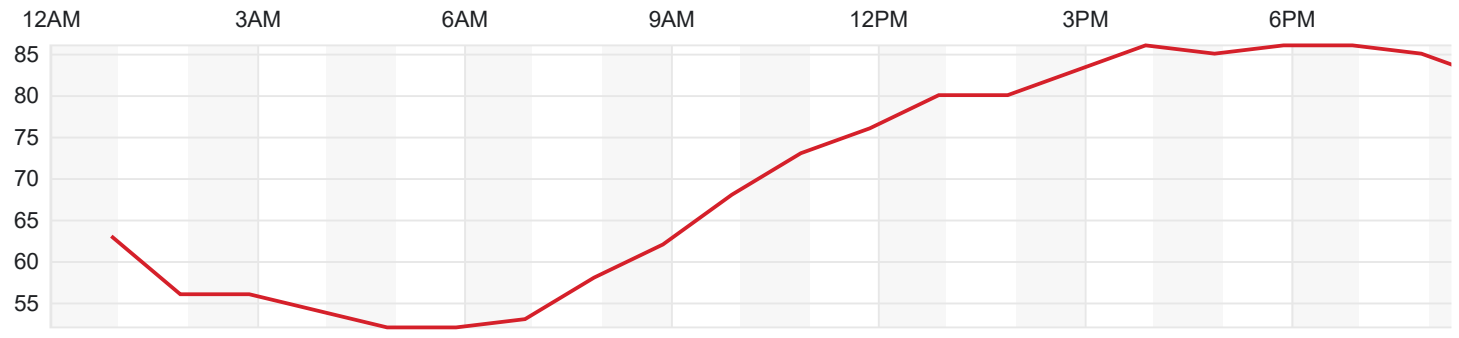
Boise, ID Weather History ★ 🏠

☀️ [92° BOISE AIRPORT STATION \(/DASHBOARD/PWS/KIDBOISE187?\)](#)

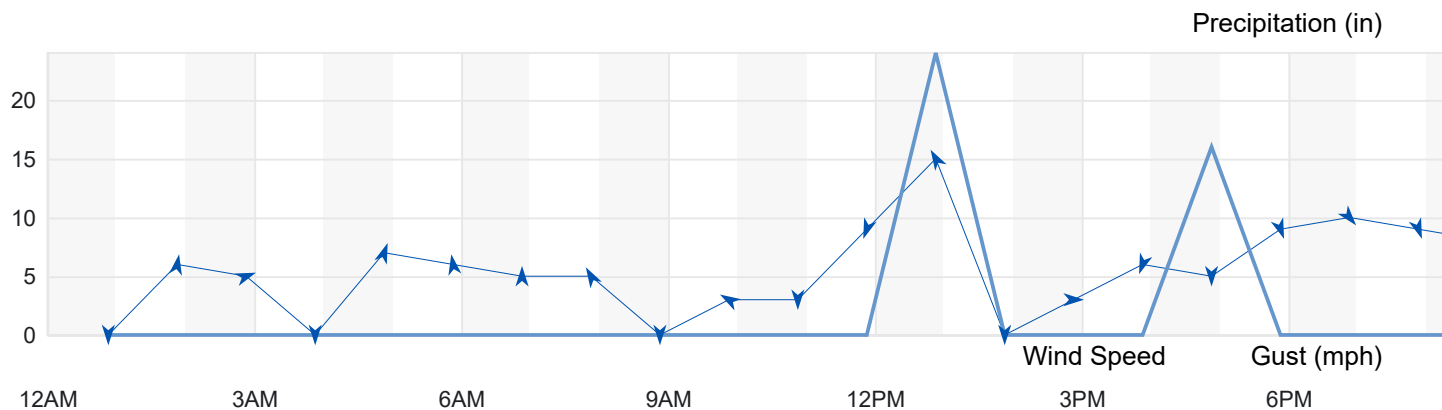
Daily Weekly Monthly

6-25) 6-25) 6) View

June 25 2022



HMMWV, S/N 157874, 24 JUNE 2022



Summary

| Temperature (°F) | Actual | Historic Avg. | Record | ▲ |
|---|------------|---------------|--------|---|
| High Temp | 86 | 85 | 102 | |
| Low Temp | 52 | 56.3 | 38 | |
| Day Average Temp | 70.54 | 70.7 | - | |
| Precipitation (in) | Actual | Historic Avg. | Record | ▲ |
| Precipitation (past 24 hours from 06:53:00) | 0.00 | 5.10 | - | |
| Dew Point (°F) | Actual | Historic Avg. | Record | ▲ |
| Dew Point | 36.33 | - | - | |
| High | 40 | - | - | |
| Low | 30 | - | - | |
| Average | 36.33 | - | - | |
| Wind (mph) | Actual | Historic Avg. | Record | ▲ |
| Max Wind Speed | 15 | - | - | |
| Visibility | 10 | - | - | |
| Sea Level Pressure (in) | Actual | Historic Avg. | Record | ▲ |
| Sea Level Pressure | 27.25 | - | - | |
| Astronomy | Day Length | Rise | Set | ▲ |

| Temperature (°F) | Actual | Historic Avg. | Record | ▲ |
|-----------------------|---------|---------------|----------|---|
| Actual Time | 15h 25m | 6:06 AM | 9:31 PM | |
| Civil Twilight | | 5:30 AM | 10:07 PM | |
| Nautical Twilight | | 4:43 AM | 10:54 PM | |
| Astronomical Twilight | | 3:43 AM | 11:53 PM | |
| Moon: waning crescent | | 3:40 AM | 6:47 PM | |

Daily Observations

| Time | Temperature | Dew Point | Humidity | Wind | Wind Speed | Wind Gust | Pressure | Precip |
|----------|-------------|-----------|----------|------|------------|-----------|----------|--------|
| 12:53 AM | 63 °F | 38 °F | 40 % | CALM | 0 mph | 0 mph | 27.12 in | 0.0 i |
| 1:53 AM | 56 °F | 39 °F | 53 % | S | 6 mph | 0 mph | 27.14 in | 0.0 i |
| 2:53 AM | 56 °F | 39 °F | 53 % | WSW | 5 mph | 0 mph | 27.15 in | 0.0 i |
| 3:53 AM | 54 °F | 40 °F | 59 % | CALM | 0 mph | 0 mph | 27.17 in | 0.0 i |
| 4:53 AM | 52 °F | 39 °F | 61 % | SSW | 7 mph | 0 mph | 27.19 in | 0.0 i |
| 5:53 AM | 52 °F | 39 °F | 61 % | S | 6 mph | 0 mph | 27.19 in | 0.0 i |
| 6:53 AM | 53 °F | 39 °F | 59 % | S | 5 mph | 0 mph | 27.21 in | 0.0 i |
| 7:53 AM | 58 °F | 40 °F | 51 % | SSE | 5 mph | 0 mph | 27.23 in | 0.0 i |
| 8:53 AM | 62 °F | 40 °F | 44 % | CALM | 0 mph | 0 mph | 27.24 in | 0.0 i |
| 9:53 AM | 68 °F | 39 °F | 35 % | ESE | 3 mph | 0 mph | 27.25 in | 0.0 i |
| 10:53 AM | 73 °F | 35 °F | 25 % | VAR | 3 mph | 0 mph | 27.24 in | 0.0 i |
| 11:53 AM | 76 °F | 37 °F | 24 % | NNE | 9 mph | 0 mph | 27.23 in | 0.0 i |
| 12:53 PM | 80 °F | 33 °F | 18 % | SSE | 15 mph | 24 mph | 27.21 in | 0.0 i |
| 1:53 PM | 80 °F | 32 °F | 17 % | CALM | 0 mph | 0 mph | 27.19 in | 0.0 i |
| 2:53 PM | 83 °F | 31 °F | 15 % | W | 3 mph | 0 mph | 27.18 in | 0.0 i |
| 3:53 PM | 86 °F | 32 °F | 14 % | NNE | 6 mph | 0 mph | 27.16 in | 0.0 i |
| 4:53 PM | 85 °F | 31 °F | 14 % | VAR | 5 mph | 16 mph | 27.15 in | 0.0 i |
| 5:53 PM | 86 °F | 30 °F | 13 % | NNW | 9 mph | 0 mph | 27.13 in | 0.0 i |
| 6:53 PM | 86 °F | 31 °F | 14 % | NW | 10 mph | 0 mph | 27.11 in | 0.0 i |
| 7:53 PM | 85 °F | 36 °F | 17 % | NNW | 9 mph | 0 mph | 27.11 in | 0.0 i |
| 8:53 PM | 82 °F | 36 °F | 19 % | NNW | 8 mph | 0 mph | 27.11 in | 0.0 i |

| Time | Temperature | Dew Point | Humidity | Wind | Wind Speed | Wind Gust | Pressure | Prec |
|-------------|--------------------|------------------|-----------------|-------------|-------------------|------------------|-----------------|-------------|
| 9:53 PM | 76 °F | 37 °F | 24 % | NW | 8 mph | 0 mph | 27.12 in | 0.0 i |
| 10:53 PM | 73 °F | 39 °F | 29 % | NW | 6 mph | 0 mph | 27.14 in | 0.0 i |
| 11:53 PM | 68 °F | 40 °F | 36 % | SSE | 3 mph | 0 mph | 27.15 in | 0.0 i |

TAB G

PERSONNEL RECORDS

G1. DD FORM 1610, (MC2) G-2
G2. DD FORM 1610, (MVO)..... G-8
G3. DD FORM 1610, (MC1)..... G-14

G1. DD FORM 1610, MC2

| | | | | | | | | | | | |
|---|-----|---|------|----------------------------------|--|--|--|---|---|--|--|
| REQUEST AND AUTHORIZATION FOR TDY TRAVEL OF DOD PERSONNEL <i>(Reference: Joint Travel Regulations (JTR), Chapter 3)</i> <i>(Read Privacy Act Statement on back before completing form.)</i> | | | | | | | | | | 1. DATE OF REQUEST <i>(YYYYMMDD)</i> 20220606 | |
| REQUEST FOR OFFICIAL TRAVEL | | | | | | | | | | | |
| 2. NAME <i>(Last, First, Middle Initial)</i> MC2 | | | | 3. SOCIAL SECURITY NUMBER | | | 4. POSITION TITLE AND GRADE/RATING MO-01 | | | | |
| 5. LOCATION OF PERMANENT DUTY STATION (PDS) | | | | | | 6. ORGANIZATIONAL ELEMENT AFROTCNWRGFFPP | | | 7. DUTY PHONE NUMBER <i>(Include Area Code)</i> | | |
| 8. TYPE OF ORDERS Temporary Duty Travel <i>(Routine)</i> | | 9. TDY PURPOSE <i>(See JTR, Appendix H)</i> TRAINING See next page | | | 10a. APPROX. NO. OF TDY DAYS <i>(Including travel time)</i> 7 | | | b. PROCEED DATE <i>(YYYYMMDD)</i> 20220619 | | | |
| 11. ITINERARY FROM: TO: MOUNTAIN HOME AFB, ID RETURN TO: <input type="checkbox"/> VARIATION AUTHORIZED | | | | | | | | | | | |
| 12. TRANSPORTATION MODE | | | | | | | | | | | |
| a. COMMERCIAL | | | | b. GOVERNMENT | | | c. LOCAL TRANSPORTATION | | | | |
| RAIL | AIR | BUS | SHIP | AIR | VEHICLE | SHIP | CAR RENTAL | TAXI | OTHER | PRIVATELY OWNED CONVEYANCE <i>(Check one)</i> RATE PER MILE: \$0.585 | |
| | X | | | | | | | | X | <input type="checkbox"/> ADVANTAGEOUS TO THE GOVERNMENT MILEAGE REIMBURSEMENT AND PER DIEM IS LIMITED TO CONSTRUCTIVE COST OF COMMON CARRIER TRANSPORTATION AND PER DIEM AS DETERMINED AND TRAVEL TIME AS LIMITED PER JTR | |
| <input type="checkbox"/> AS DETERMINED BY APPROPRIATE TRANSPORTATION OFFICER <i>(Overseas Travel only)</i> | | | | | | | | | | | |
| 13. | X | a. PER DIEM AUTHORIZED IN ACCORDANCE WITH JTR. | | | | X | b. OTHER RATE OF PER DIEM <i>(Specify)</i> | | | | |
| 14. ESTIMATED COST | | | | | | | | | | 15. ADVANCE AUTHORIZED | |
| a. PER DIEM \$ \$0.00 | | b. TRAVEL \$ \$529.21 | | | c. OTHER \$ \$102.17 | | | d. TOTAL \$ \$631.38 | | \$ | |
| 16. REMARKS <i>(Use this space for special requirements, leave, excess baggage, accommodations, registration fees, etc.)</i> Cadet is non-scholarship. OTHER (See remarks below) The traveler does not have a GTC. Traveler is a member of the Reserve Officer Training Corps (ROTC) and military personnel is undergoing initial entry or initial skill training prior to reporting to their first permanent duty station. Traveler is exempt from the mandatory provisions of the TTRA. REMARKS continued on next page | | | | | | | | | | | |
| 17. TRAVEL-REQUESTING OFFICIAL <i>(Title and signature)</i> | | | | | | 18. TRAVEL-APPROVING/DIRECTING OFFICIAL <i>(Title and signature)</i> MO-03 | | | | | |
| AUTHORIZATION | | | | | | | | | | | |
| 19. ACCOUNTING CITATION \$631.38 | | | | | | | | | | | |
| 20. AUTHORIZING/ORDER-ISSUING OFFICIAL <i>(Title and signature)</i> | | | | | | | | 21. DATE ISSUED <i>(YYYYMMDD)</i> 20220606 | | | |
| | | | | | | | | 22. TRAVEL ORDER NUMBER 2N4LA7 | | | |

PRIVACY ACT STATEMENT

(5 U.S.C. 552a)

AUTHORITY: 5 U.S.C. 5701, 5702, and E.O. 9397.

PRINCIPAL PURPOSE(S): Used for reviewing, approving, and accounting for official travel.

ROUTINE USE(S): None.

DISCLOSURE: Voluntary; however, failure to provide the requested information may delay or preclude timely authorization of your travel request.

16. REMARKS *(Continued) (Use this space for special requirements, leave, excess baggage, accommodations, registration fees, etc.)*

REMARKS (Continued)

The 'Travel and Transportation Reform Act of 1998' stipulates that the government-sponsored, contractor-issued travel card shall be used by all U.S. Government personnel (civilian and military) to pay for costs incident to official business travel unless specifically exempted by authority of the Administrator of General Services or the head of the agency.

Government travel cardholders shall obtain cash, as authorized, through automated teller machines (ATM), rather than obtaining cash advances from a DoD disbursing officer.

Submission of travel claims shall be submitted within five (5) working days of return to or arrival at the Permanent Duty Station (PDS). In the case of extended TDY/TAD (over 45 days), the traveler shall submit a claim for each 30-day period. That claim must be submitted within five (5) days after each 30-day period.

If the trip itinerary is canceled or changed after tickets or transportation requests are issued to the traveler, the traveler is liable for their value until all ticket coupons have been used for official travel and/or all unused tickets or coupons are properly accounted for on the travel reimbursement voucher.

The use of a Government-Contracted Commercial Travel Office (CTO) to arrange official travel is mandatory. If the contracted CTO is not used to make official travel arrangements, the traveler must provide a statement in detail as to exactly why the CTO is not available or otherwise not being used.

DESCRIPTION:

OPS AF to

Mountain Head AFB PNR Locator:

PNR Locator:

Locator:

06/24/22 PER DIEM AND REIMBURSABLE EXPENSES | Doc No.
 Defense Travel System | MC2

```

=====
          ACTUAL  LODGING MEALS M&IE
DATE      LODGING ALLOWED B L D ALLOW  P-DIEM RATE    OTHER EXPENSES      AMOUNT
-----
06/19/22 $0.00  $0.00          $0.00  $138.00/$74.00      $0.00
06/20/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00      $0.00
06/21/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00      $0.00
06/22/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00      $0.00
06/23/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00      $0.00
06/24/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00      $0.00
06/25/22 $0.00  $0.00          $0.00  $138.00/$74.00      $0.00

          -----          -----
          $0.00          $0.00
          -----
          $0.00
=====
  
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Exception to GSA Form 87

In compliance with the Privacy Act of 1974, the following information is provided: Basic authority for requiring the requested information is contained in 5 USC 5701-5733, particularly sections 5721-5733, 30 USC 905 and Executive Order 9397. Disclosure of the data by you is voluntary. The principal purpose for collecting the data is to determine the amount to reimburse an employee for expenses incurred in connection with temporary duty travel. Information may be transferred to appropriate Federal, State, local or foreign agencies when relevant to civil, criminal or regulatory investigations or prosecutions. There is no personal liability to you if you do not furnish the requested information; however, we shall not be able to reimburse you for your expenses.

| | | |
|-----------------------|-------------------|----------|
| 06/24/22 | ACCOUNTING DETAIL | \| Doc No. |
| Defense Travel System |  | \| MC2 |
| ===== | | |
| ACCOUNTING CLASS CODE | | TRIP 1 |
| ----- | ----- | ----- |
| MILEAGE-PD | | \$93.60 |
| COM. CARR.-C-CBA | | \$537.78 |
| | ----- | ----- |
| 22 PDT | | \$631.38 |

06/24/22 DOCUMENT HISTORY | Doc No.
Defense Travel System | MC2

=====

| STATUS | DATE | TIME | SIGNATURE NAME |
|---------------|----------|------|----------------|
| CREATED | 06/15/22 | 0222 | CTO |
| ADJUSTED | 06/15/22 | 0222 | CTO |
| CTO TICKETED | 06/15/22 | 0222 | CTO |
| CTO AMENDMENT | 06/15/22 | 0222 | CTO |

I certify that the electronic signatures listed above are valid and on file.

SIGNED

DATE

06/24/22

RESERVATION SUMMARY

|Doc No.

|MC2

=====

A DEP: 06/19/22 0719
ARR: 06/19/22 0904
CARRIER: AA
FLIGHT: 464 SEAT: STOPS: \$res.stops
MEALS: EQUIP: FF NUM: CONFIRMATION: TULAAIMOQMM

A DEP: 06/19/22 0950
ARR: 06/19/22 1255
CARRIER: AA
FLIGHT: 2434 SEAT: STOPS: \$res.stops
MEALS: EQUIP: FF NUM: CONFIRMATION: TULAAIMOQMM
SEAT PREFERENCE:

A DEP: 06/25/22 1335
ARR: 06/25/22 1438
CARRIER: AA
FLIGHT: 2434 SEAT: STOPS: \$res.stops
MEALS: EQUIP: FF NUM: CONFIRMATION: TULAAIMOQMM

A DEP: 06/25/22 1529
ARR: 06/25/22 2053
CARRIER: AA
FLIGHT: 667 SEAT: STOPS: \$res.stops
MEALS: EQUIP: FF NUM: CONFIRMATION: TULAAIMOQMM

G2. DD FORM 1610, MVO

| | | | | | | | | | | | |
|--|-----|---|------|----------------------------------|--|--|--|---|---|--|--|
| REQUEST AND AUTHORIZATION FOR TDY TRAVEL OF DOD PERSONNEL <i>(Reference: Joint Travel Regulations (JTR), Chapter 3)</i> <i>(Read Privacy Act Statement on back before completing form.)</i> | | | | | | | | | | 1. DATE OF REQUEST <i>(YYYYMMDD)</i> 20220510 | |
| REQUEST FOR OFFICIAL TRAVEL | | | | | | | | | | | |
| 2. NAME <i>(Last, First, Middle Initial)</i> MVO | | | | 3. SOCIAL SECURITY NUMBER | | | 4. POSITION TITLE AND GRADE/RATING MO-01 | | | | |
| 5. LOCATION OF PERMANENT DUTY STATION (PDS) | | | | | | 6. ORGANIZATIONAL ELEMENT AFROTC NW RG | | | 7. DUTY PHONE NUMBER <i>(Include Area Code)</i> | | |
| 8. TYPE OF ORDERS Temporary Duty Travel (Routine) | | 9. TDY PURPOSE <i>(See JTR, Appendix H)</i> TRAINING See next page | | | 10a. APPROX. NO. OF TDY DAYS <i>(Including travel time)</i> 7 | | | b. PROCEED DATE <i>(YYYYMMDD)</i> 20220619 | | | |
| 11. ITINERARY FROM: TO: MOUNTAIN HOME AFB, ID RETURN TO: | | <input type="checkbox"/> VARIATION AUTHORIZED | | | | | | | | | |
| 12. TRANSPORTATION MODE | | | | | | | | | | | |
| a. COMMERCIAL | | | | b. GOVERNMENT | | | c. LOCAL TRANSPORTATION | | | | |
| RAIL | AIR | BUS | SHIP | AIR | VEHICLE | SHIP | CAR RENTAL | TAXI | OTHER | PRIVATELY OWNED CONVEYANCE <i>(Check one)</i> RATE PER MILE: \$0.585 | |
| | X | | | | | | | | X | <input type="checkbox"/> ADVANTAGEOUS TO THE GOVERNMENT MILEAGE REIMBURSEMENT AND PER DIEM IS LIMITED TO CONSTRUCTIVE COST OF COMMON CARRIER TRANSPORTATION AND PER DIEM AS DETERMINED AND TRAVEL TIME AS LIMITED PER JTR | |
| <input type="checkbox"/> AS DETERMINED BY APPROPRIATE TRANSPORTATION OFFICER <i>(Overseas Travel only)</i> | | | | | | | | | | | |
| 13. | X | a. PER DIEM AUTHORIZED IN ACCORDANCE WITH JTR. | | | | X | b. OTHER RATE OF PER DIEM <i>(Specify)</i> | | | | |
| 14. ESTIMATED COST | | | | | | | | | | 15. ADVANCE AUTHORIZED | |
| a. PER DIEM \$ \$111.00 | | b. TRAVEL \$ \$549.20 | | | c. OTHER \$ \$96.92 | | | d. TOTAL \$ \$757.12 | | \$ | |
| 16. REMARKS <i>(Use this space for special requirements, leave, excess baggage, accommodations, registration fees, etc.)</i> Cadet is on scholarship. Alternate means such as Secure Video Teleconference (SVTC) or other web based communications are not sufficient to accomplish travel objectives. OTHER (See remarks below) The traveler does not have a GTC. Traveler is a member of the ROTC and is undergoing initial entry prior to reporting to their first permanent duty station Traveler is non-exempt from the mandatory provisions of the TTRA. REMARKS continued on next page | | | | | | | | | | | |
| 17. TRAVEL-REQUESTING OFFICIAL <i>(Title and signature)</i> | | | | | | 18. TRAVEL-APPROVING/DIRECTING OFFICIAL <i>(Title and signature)</i> MO-03 | | | | | |
| AUTHORIZATION | | | | | | | | | | | |
| 19. ACCOUNTING CITATION | | | | | | | | | | \$757.12 | |
| 20. AUTHORIZING/ORDER-ISSUING OFFICIAL <i>(Title and signature)</i> | | | | | | | | 21. DATE ISSUED <i>(YYYYMMDD)</i> 20220510 | | | |
| | | | | | | | | 22. TRAVEL ORDER NUMBER 2MQ4XG | | | |

PRIVACY ACT STATEMENT

(5 U.S.C. 552a)

AUTHORITY: 5 U.S.C. 5701, 5702, and E.O. 9397.

PRINCIPAL PURPOSE(S): Used for reviewing, approving, and accounting for official travel.

ROUTINE USE(S): None.

DISCLOSURE: Voluntary; however, failure to provide the requested information may delay or preclude timely authorization of your travel request.

16. REMARKS *(Continued) (Use this space for special requirements, leave, excess baggage, accommodations, registration fees, etc.)*

REMARKS (Continued)

The 'Travel and Transportation Reform Act of 1998' stipulates that the government-sponsored, contractor-issued travel card shall be used by all U.S. Government personnel (civilian and military) to pay for costs incident to official business travel unless specifically exempted by authority of the Administrator of General Services or the head of the agency.

Government travel cardholders shall obtain cash, as authorized, through automated teller machines (ATM), rather than obtaining cash advances from a DoD disbursing officer.

Submission of travel claims shall be submitted within five (5) working days of return to or arrival at the Permanent Duty Station (PDS). In the case of extended TDY/TAD (over 45 days), the traveler shall submit a claim for each 30-day period. That claim must be submitted within five (5) days after each 30-day period.

If the trip itinerary is canceled or changed after tickets or transportation requests are issued to the traveler, the traveler is liable for their value until all ticket coupons have been used for official travel and/or all unused tickets or coupons are properly accounted for on the travel reimbursement voucher.

The use of a Government-Contracted Commercial Travel Office (CTO) to arrange official travel is mandatory. If the contracted CTO is not used to make official travel arrangements, the traveler must provide a statement in detail as to exactly why the CTO is not available or otherwise not being used.

DESCRIPTION:

PDT - OPS AF

MOUNTAIN HOME AFB, ID.PNR Locator:

06/24/22 PER DIEM AND REIMBURSABLE EXPENSES | Doc No.
 Defense Travel System | MVO

=====

| DATE | ACTUAL LODGING | MEALS | M&IE | P-DIEM RATE | OTHER EXPENSES | AMOUNT |
|----------|----------------|--------|----------|------------------|----------------|--------|
| DATE | ALLOWED | B L D | ALLOW | | | |
| 06/19/22 | \$0.00 | \$0.00 | \$55.50 | \$138.00/\$74.00 | | \$0.00 |
| 06/20/22 | \$0.00 | \$0.00 | \$0.00 | \$138.00/\$74.00 | | \$0.00 |
| 06/21/22 | \$0.00 | \$0.00 | \$0.00 | \$138.00/\$74.00 | | \$0.00 |
| 06/22/22 | \$0.00 | \$0.00 | \$0.00 | \$138.00/\$74.00 | | \$0.00 |
| 06/23/22 | \$0.00 | \$0.00 | \$0.00 | \$138.00/\$74.00 | | \$0.00 |
| 06/24/22 | \$0.00 | \$0.00 | \$0.00 | \$138.00/\$74.00 | | \$0.00 |
| 06/25/22 | \$0.00 | \$0.00 | \$55.50 | \$138.00/\$74.00 | | \$0.00 |
| | | ----- | ----- | | | ----- |
| | | \$0.00 | \$111.00 | | | \$0.00 |

=====

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Exception to GSA Form 87

In compliance with the Privacy Act of 1974, the following information is provided: Basic authority for requiring the requested information is contained in 5 USC 5701-5733, particularly sections 5721-5733, 30 USC 905 and Executive Order 9397. Disclosure of the data by you is voluntary. The principal purpose for collecting the data is to determine the amount to reimburse an employee for expenses incurred in connection with temporary duty travel. Information may be transferred to appropriate Federal, State, local or foreign agencies when relevant to civil, criminal or regulatory investigations or prosecutions. There is no personal liability to you if you do not furnish the requested information; however, we shall not be able to reimburse you for your expenses.

06/24/22 DOCUMENT HISTORY | Doc No.
Defense Travel System | MVO

=====

| STATUS | DATE | TIME | SIGNATURE NAME |
|---------------|----------|------|----------------|
| CREATED | 06/15/22 | 0304 | CTO |
| CTO TICKETED | 06/15/22 | 0304 | CTO |
| CTO AMENDMENT | 06/15/22 | 0304 | CTO |
| ADJUSTED | 06/15/22 | 0304 | CTO |

I certify that the electronic signatures listed above are valid and on file.

SIGNED DATE

06/24/22

RESERVATION SUMMARY

|Doc No.

|MVO

=====

A DEP: 06/19/22 0854
ARR: 06/19/22 1059
CARRIER: DL
FLIGHT: 2706 SEAT: STOPS: \$res.stops
MEALS: EQUIP: FF NUM: CONFIRMATION: HDQDLGEGRJZ

A DEP: 06/25/22 1050
ARR: 06/25/22 1437
CARRIER: DL
FLIGHT: 2709 SEAT: STOPS: \$res.stops
MEALS: EQUIP: FF NUM: CONFIRMATION: HDQDLGEGRJZ
SEAT PREFERENCE:

G3. DD FORM 1610, MC1

| | | | | | | | | | | |
|--|-----|--|----------------------------------|--|---------|--|--|--|-------|--|
| REQUEST AND AUTHORIZATION FOR TDY TRAVEL OF DOD PERSONNEL <i>(Reference: Joint Travel Regulations (JTR), Chapter 3)</i> <i>(Read Privacy Act Statement on back before completing form.)</i> | | | | | | | 1. DATE OF REQUEST <i>(YYYYMMDD)</i> 20220509 | | | |
| REQUEST FOR OFFICIAL TRAVEL | | | | | | | | | | |
| 2. NAME <i>(Last, First, Middle Initial)</i> MC1 | | | 3. SOCIAL SECURITY NUMBER | | | 4. POSITION TITLE AND GRADE/RATING ME-03 | | | | |
| 5. LOCATION OF PERMANENT DUTY STATION (PDS) | | | | 6. ORGANIZATIONAL ELEMENT MH0JFG6V | | 7. DUTY PHONE NUMBER <i>(Include Area Code)</i> | | | | |
| 8. TYPE OF ORDERS Temporary Duty Travel (Routine) | | 9. TDY PURPOSE <i>(See JTR, Appendix H)</i> CONFERENCE- NON- TRAINING | | 10a. APPROX. NO. OF TDY DAYS <i>(Including travel time)</i> 7 | | b. PROCEED DATE <i>(YYYYMMDD)</i> 20220619 | | | | |
| 11. ITINERARY FROM: TO: MOUNTAIN HOME AFB, ID RETURN TO: <input type="checkbox"/> VARIATION AUTHORIZED | | | | | | | | | | |
| 12. TRANSPORTATION MODE | | | | | | | | | | |
| a. COMMERCIAL | | | b. GOVERNMENT | | | c. LOCAL TRANSPORTATION | | | | |
| RAIL | AIR | BUS | SHIP | AIR | VEHICLE | SHIP | CAR RENTAL | TAXI | OTHER | PRIVATELY OWNED CONVEYANCE <i>(Check one)</i> RATE PER MILE: \$0.585 |
| | X | | | | | | | | X | <input type="checkbox"/> ADVANTAGEOUS TO THE GOVERNMENT MILEAGE REIMBURSEMENT AND PER DIEM IS LIMITED TO CONSTRUCTIVE COST OF COMMON CARRIER TRANSPORTATION AND PER DIEM AS DETERMINED AND TRAVEL TIME AS LIMITED PER JTR |
| <input type="checkbox"/> AS DETERMINED BY APPROPRIATE TRANSPORTATION OFFICER <i>(Overseas Travel only)</i> | | | | | | | | | | |
| 13. | X | a. PER DIEM AUTHORIZED IN ACCORDANCE WITH JTR. | | | | X | b. OTHER RATE OF PER DIEM <i>(Specify)</i> | | | |
| 14. ESTIMATED COST | | | | | | | | | | 15. ADVANCE AUTHORIZED |
| a. PER DIEM \$ \$111.00 | | b. TRAVEL \$ \$671.19 | | c. OTHER \$ \$44.26 | | d. TOTAL \$ \$826.45 | | | | \$ |
| 16. REMARKS <i>(Use this space for special requirements, leave, excess baggage, accommodations, registration fees, etc.)</i> The traveler does not have a GTC. Traveler is a member of the Reserve Officers Training Corps (ROTC) and is undergoing initial entry or initial skill training prior to reporting to their first permanent duty station. Cadet is on scholarship. OTHER (See remarks below) The traveler does not have a GTC. Traveler is a member of the Reserve Officers Training Corps (ROTC) and is undergoing initial entry or initial skill training prior to reporting to their first permanent duty station. Cadet is on scholarship. Traveler is exempt from the mandatory provisions of the TTRA. REMARKS continued on next page | | | | | | | | | | |
| 17. TRAVEL-REQUESTING OFFICIAL <i>(Title and signature)</i> | | | | | | 18. TRAVEL-APPROVING/DIRECTING OFFICIAL <i>(Title and signature)</i> MO-03 | | | | |
| AUTHORIZATION | | | | | | | | | | |
| 19. ACCOUNTING CITATION | | | | | | | | | | \$826.45 |
| 20. AUTHORIZING/ORDER-ISSUING OFFICIAL <i>(Title and signature)</i> | | | | | | | | 21. DATE ISSUED <i>(YYYYMMDD)</i> 20220509 | | |
| | | | | | | | | 22. TRAVEL ORDER NUMBER 2MPPFB | | |

PRIVACY ACT STATEMENT

(5 U.S.C. 552a)

AUTHORITY: 5 U.S.C. 5701, 5702, and E.O. 9397.

PRINCIPAL PURPOSE(S): Used for reviewing, approving, and accounting for official travel.

ROUTINE USE(S): None.

DISCLOSURE: Voluntary; however, failure to provide the requested information may delay or preclude timely authorization of your travel request.

16. REMARKS *(Continued) (Use this space for special requirements, leave, excess baggage, accommodations, registration fees, etc.)*

REMARKS (Continued)

The 'Travel and Transportation Reform Act of 1998' stipulates that the government-sponsored, contractor-issued travel card shall be used by all U.S. Government personnel (civilian and military) to pay for costs incident to official business travel unless specifically exempted by authority of the Administrator of General Services or the head of the agency.

Government travel cardholders shall obtain cash, as authorized, through automated teller machines (ATM), rather than obtaining cash advances from a DoD disbursing officer.

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The use of a Government-Contracted Commercial Travel Office (CTO) to arrange official travel is mandatory. If the contracted CTO is not used to make official travel arrangements, the traveler must provide a statement in detail as to exactly why the CTO is not available or otherwise not being used.

DESCRIPTION:

Ops Air Force

Mountain Home AFBPNR Locator:

06/24/22 PER DIEM AND REIMBURSABLE EXPENSES | Doc No. MW MOUNTAINHOM061922_A01-01
 Defense Travel System | MCI

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=====
          ACTUAL  LODGING MEALS M&IE
DATE      LODGING ALLOWED B L D ALLOW  P-DIEM RATE    OTHER EXPENSES          AMOUNT
-----
06/19/22 $0.00  $0.00          $55.50  $138.00/$74.00          $0.00
06/20/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00          $0.00
06/21/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00          $0.00
06/22/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00          $0.00
06/23/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00          $0.00
06/24/22 $0.00  $0.00  M M M $0.00  $138.00/$74.00          $0.00
06/25/22 $0.00  $0.00          $55.50  $138.00/$74.00          $0.00

          -----          -----          -----
          $0.00          $111.00          $0.00
=====
  
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Exception to GSA Form 87

In compliance with the Privacy Act of 1974, the following information is provided: Basic authority for requiring the requested information is contained in 5 USC 5701-5733, particularly sections 5721-5733, 30 USC 905 and Executive Order 9397. Disclosure of the data by you is voluntary. The principal purpose for collecting the data is to determine the amount to reimburse an employee for expenses incurred in connection with temporary duty travel. Information may be transferred to appropriate Federal, State, local or foreign agencies when relevant to civil, criminal or regulatory investigations or prosecutions. There is no personal liability to you if you do not furnish the requested information; however, we shall not be able to reimburse you for your expenses.

06/24/22 ACCOUNTING DETAIL | Doc No. MWMOUNTAINHOM061922_A01-01
Defense Travel System | MC1

=====

| ACCOUNTING CLASS CODE | TRIP 1 |
|-----------------------|----------|
| MILEAGE-PD | \$40.94 |
| M&IE-PD | \$111.00 |
| COM. CARR.-C-CBA | \$674.51 |
| 22 PDT | \$826.45 |

06/24/22 DOCUMENT HISTORY | Doc No. MWMOUNTAINHOM061922_A01-01
Defense Travel System | MCI

=====

| STATUS | DATE | TIME | SIGNATURE NAME |
|---------------|----------|------|----------------|
| CREATED | 06/15/22 | 0204 | CTO |
| ADJUSTED | 06/15/22 | 0204 | CTO |
| CTO TICKETED | 06/15/22 | 0204 | CTO |
| CTO AMENDMENT | 06/15/22 | 0204 | CTO |

I certify that the electronic signatures listed above are valid and on file.

SIGNED DATE

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TAB K

MISSION RECORDS AND DATA

K1. AFROTC OPS AF EXECUTIVE PLAN..... K-2
K2. OPS AF HANDBOOK SUMMER 2022 K-11
K3. AFROTC OPS AF SCHEDULE..... K-13



AFROTC

FY22 Operations Air Force Program Execution Plan



OPR: AFROTC/DOT

CAO: 11 May 22 (V2)

Releasable to Cadets



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CHAPTER 1 – PROGRAM DESCRIPTION

1.1. Through partnership with the United States Air Force Academy (USAFA), Operations Air Force (Ops AF) is a one-week summer program that exposes cadets to various Air Force missions at CONUS installations. This program focuses and orients cadets on daily operations and active duty culture through direct exposure and hands-on experience with AF units. Each cadet will have a unique opportunity during Ops AF with differing host wing mission sets and individualized schedules.

OPS AF SCHEDULE

| SESSION | TRNG DATES | TRVL DATES | |
|---------|-----------------|-------------------|--|
| 1 | 10 May – 13 May | 9 May and 14 May | Dyess, Robins, Scott |
| 2 | 16 May – 20 May | 15 May and 21 May | Dyess, Robins, Scott |
| 3 | 30 May – 3 Jun | 29 May and 4 Jun | Andrews, Fairchild, Scott, Langley, Hurlburt Field |
| 4 | 6 Jun – 10 Jun | 5 Jun and 11 Jun | Andrews, Fairchild, Scott, Langley, Hurlburt Field |
| 5 | 20 Jun – 24 Jun | 19 Jun and 25 Jun | Mountain Home, Barksdale |
| 6 | 11 Jul – 15 Jul | 10 Jul and 16 Jul | Holloman, Vandenburg |
| 7 | 18 Jul – 22 Jul | 17 Jul and 23 Jul | Holloman, Vandenburg |
| 8 | 1 Aug – 5 Aug | 31 Jul and 6 Aug | Nellis, Travis |
| 9 | 8 Aug – 12 Aug | 7 Aug and 13 Aug | Nellis, Travis |

CHAPTER 2 – PROGRAM RESPONSIBILITIES

2.1. The following information is used to administer the Ops AF program:

2.1.1. USAFA

2.1.1.1. Maintains overall Ops AF program oversight.

2.1.1.2. Determines supporting MAJCOMs and units using the participating installations to the fullest extent practical while ensuring the broadest potential exposure for participants by doing the following:

2.1.1.2.1. Distributes Ops AF program timelines and requests for support from participating installations (coordinated and centralized to the maximum extent possible).

2.1.1.2.2. Coordinates overall Ops AF base support requests and provides program information through designated cadet development directors at the MAJCOM levels.

2.1.1.2.3. Disseminates specific program guidance to ensure MAJCOMs and installations have complete and correct information to include detailed course syllabi/program objectives and operations plans explaining individual program execution procedures and restrictions.

2.1.2. HQ AFROTC

2.1.2.1. Announces Ops AF opportunity via ARMS and posts Ops AF Program Execution Plan on the Teams DOT – Cadet Training Page.

2.1.2.2. Provides funding for AFROTC cadets participating in Ops AF PDT: transportation, lodging, and 3 meals per day at the DFAC.

2.1.2.3. Provides instructions to cadre escorts on expectations and base POCs to establish lodging and weekly itineraries.

2.1.2.4. Coordinates cadet travel via DTS.

2.1.3. Region CC

2.1.3.1. Selects the allocated number of cadets from detachment nominations to participate in Ops AF.

2.1.3.2. Manages region allocations and makes allocation swaps between regions as needed (notify AFROTC/DOT via email number of cadet slots relinquished/gained).

2.1.4. Detachment CC

2.1.4.1. Notify cadets of the program opportunity and requirements for eligibility.

2.1.4.2. Verifies cadet eligibility and nominates allocated number of outstanding cadets from their detachment for Ops AF.

2.1.4.3. Notifies cadets nominated/selected for the program and ensures they attend.

2.1.4.4. Coordinates travel and timely production of certified travel orders via DTS.

2.1.5. AFROTC Escort Cadre

2.1.5.1. Provides administration/oversight of cadets attending Ops AF.

2.1.5.2. Coordinates with applicable Ops AF Base Director on training dates, schedules, and cadet logistics, and communicates pertinent information to AFROTC/DOT.

2.1.5.3. Serves as the liaison to Detachments for all questions regarding Ops AF at their assigned location.

2.1.5.4. Coordinates cadet transportation from/to the base's nearest airport and in/around the base. Coordinates lodging and DFAC reservations for cadets.

2.1.5.5. Ensures cadets who attend this event complete a Cadet PDT Survey. The survey is located here: https://ausurveys.iad1.qualtrics.com/jfe/form/SV_553Jh3RRAPT8Dhs

2.1.5.6. Completes an After Action Report detailing challenges faced and recommendations for program improvements and provides to DOT within 30 days of return.

CHAPTER 3 – AFROTC CADET ELIGIBILITY

3.1. The cadet MUST meet the following eligibility requirements for Ops AF:

2.1.1. AS100 HSSP cadet. (If no HSSP AS100 cadet is available to attend, Dets may select any outstanding AS100s to meet their allocation quotas.)

2.1.2. US citizen.

2.1.3. Meet and maintain military/academic retention and plan to return to ROTC in Fall 2022 for at least one term.

2.1.4. Not have a known disqualifying medical condition.

2.1.5. All cadets must be fully vaccinated against COVID-19 IAW ARMS 22-021 or the latest AFROTC guidance. Cadets must bring a copy of their COVID vaccine card to the PDT.

CHAPTER 4 – NOMINATION PROCESS

4.1. Regions and Detachments must follow the steps below to select cadets to participate in Ops AF.

4.1.1. Detachment CC

4.1.1.1. Nominates qualified cadets per Region guidance.

4.1.2. Region CC

4.1.2.1. Completes **Ops AF Nomination Roster** located on the DOT-Cadet Training Teams page > Files > [HQ Sponsored PDTs > Ops AF](#) by **7 Apr 22.**

4.1.2.2. Allocations are as followed:

| | NWR | NER | SER | SWR |
|----------------------|------------|------------|------------|------------|
| PRI CADETS | 90 | 112 | 100 | 86 |
| ALT CADETS | 15 | 15 | 15 | 15 |
| CADRE ESCORTS | 5 | 6 | 7 | 6 |

4.1.3. DOT will attempt to match up preferred dates, however, nominees may receive a final assignment outside their indicated preference.

CHAPTER 5 – TRAVEL PLANNING AND CERTIFIED ORDERS CREATION

5.1. Upon notification from your Region that your cadet has been selected to participate in Ops AF, complete the following steps to begin travel planning and certified orders production.

5.1.1. Notify cadet of their selection and have them complete the following required documents posted on Teams [DOT – Cadet Training > Files > 002 HQ Sponsored PDTs > 000 Guidance](#). (Do not send to DOT.)

5.1.1.1. AFROTC Form 6, *Professional Development Training (PDT) Unit Processing Checklist*

5.1.1.2. AFROTC Form 5, *Cadet PDT Assignment Briefing Checklist*

5.1.3. Complete cadet's travel reservation and certified orders in DTS by the following dates in accordance with the current the most current *Cadet Travel Order Execution Plan* located on Teams [Travel \(Cadet DTS-Cadre GTC\) > Files > Guidance and Regulations](#).

Session 1: (9-14 May) – 3 May 2022
Session 2: (15-21 May) – 8 May 2022
All subsequent session – 16 May 2022

For creating cadet and cadre DTS Authorizations use the information in attachment 1.

NOTE: If cadre do not have access to the 22 ROTC/PDT Line of Accounting, they must email Admin Specialist #2 with their name and full SSN in order to be Cross-Org'd to the Holm Center.

NOTE: Cadets must use their official personal address in WINGS or detachment addresses for travel and must return to the location from which they depart. **Exceptions made for extreme circumstances only.** AFROTC will pay for flights originating from PODs located overseas only if the personal address or detachment is located in Alaska, Hawaii, or US territories (Puerto Rico, Guam, Virgin Islands, or America Samoa) or if the personal address is based on an active duty military sponsor on PCS orders stationed overseas.

5.1.4. The UOD for cadets will be (1) OCPs or (2) Detachment Polo / Khakis. If a cadet is visiting a base that has a flying mission, a flight suit is also authorized (name patch is required). Cadets should bring sufficient uniforms and civilian clothing for the week long PDT. As cadre escorts coordinate with the bases, they may have more specific requirements and will pass them along to the cadets.

5.1.5. Provide each cadet a copy of their travel orders, itinerary, and Cadet Travel Print-off (Cadet Travel Order Execution Plan Attachment 5) before departing for the PDT.

5.1.6. Travel vouchers must be submitted in DTS for all travelers within 5 days of return from PDT IAW the Cadet Travel Order Execution Plan.

ATTACHMENT 1 – DTS INFORMATION

Location: _____ AFB (select the actual base, not the city)
TDY Type: Training, Non-Conference
TDY Name: Ops Air Force to _____ AFB
Cadet LOA: 22 PDT
Cadet Routing List: PDT

Cadre LOA: 22 ROTC/PDT
Cadre Routing List: ROTC DO

Cadet flights should arrive between 0900 and 1600L. Departures should be after 1000L. **Do not book a “restricted fare” flight for a cadet. If this is the only option, select the “Request TMC Assistance” option in DTS to complete the booking. If the arrival is outside the desired window, detachments should first contact the cadre escort to see if transportation outside the arrival/departure window is still feasible. If not, then contact Admin Specialist #1 to receive approval to arrive a day early.**

Do not book cadet lodging in DTS – The cadre escorts will make reservations and coordinate with DOT and Holm Center for payment. (Cadre escorts will book their own individual lodging via DTS.)

Cadets traveling from OCONUS Locations (Alaska, Hawaii, Puerto Rico) may depart up to 1 day earlier and remain overnight in lodging near the airport. Do not make any hotel reservations through DTS! Provide the cadet’s travel information, desired hotel name, a point of contact with phone number and email address at the hotel, and the dates to Admin Specialist #1 . **After receiving approval from DOT, the detachment must work with the hotel to make the reservation and ensure they understand the payment process from Holm Center IAW the Lodging Procedure Checklist.**

Only scholarship cadets may receive per diem on only the travel days. All other days and non-scholarship cadets should reflect \$0 for all per diem amounts.

Each cadre escort is authorized to rent a 15 Pax van (claim in DTS using their GTC) for the duration and will shuttle cadets to/from the airport and base, unless otherwise coordinated with the base’s LRS.

Cadre may arrive up to 3 business days prior. The “cadre travel” date listed below is the **latest** arrival date (giving them 1 full business day prior to cadet arrival).

For cadre meals, cadre escorts will select Government Meals Available and eat with their cadets in the DFAC. On the days when shuttling cadets from/to the airport, cadre may select only 1 government meal available on these days as their duties may prevent them from eating at the DFAC.

If cadre do not have the routing list / LOA show, contact Admin Specialist #2 with your full SSN to get cross-org'd.

Location Specific Travel Info:

Location:

Arrival Airport:

Cadet Travel: Session 1: 9 May and 14 May
Session 2: 15 May and 21 May

Cadre Travel: 8 May and 21 May

Location:

Arrival Airport:

Cadet Travel: Session 1: 9 May and 14 May
Session 2: 15 May and 21 May

Cadre Travel: 8 May and 21 May

~~Location:~~

~~Arrival Airport:~~

~~Cadet Travel: Session 1: 9 May and 14 May
Session 2: 15 May and 21 May~~

~~Cadre Travel: 8 May and 21 May~~

Location:

Arrival Airport:

Cadet Travel: Session 3: 29 May and 4 Jun
Session 4: 5 Jun and 11 Jun

Cadre Travel: 26 May and 11 Jun

Location:

Arrival Airport:

Cadet Travel: Session 3: 29 May and 4 Jun
Session 4: 5 Jun and 11 Jun

Cadre Travel: 26 May and 11 Jun

Location:

Arrival Airport:

Cadet Travel: Session 3: 29 May and 4 Jun
Session 4: 5 Jun and 11 Jun

Cadre Travel: 26 May and 11 Jun

Location:

Arrival Airport:

Cadet Travel: Session 3: 29 May and 4 Jun
Session 4: 5 Jun and 11 Jun

Cadre Travel: 26 May and 11 Jun

Location:
Arrival Airport:
Cadet Travel: Session 3: 29 May and 4 Jun
Session 4: 5 Jun and 11 Jun
Cadre Travel: 26 May and 11 Jun

Location:
Arrival Airport:
Cadet Travel: Session 5: 19 and 25 Jun
Cadre Travel: 16 Jun and 25 Jun

Location:
Arrival Airport:
Cadet Travel: Session 5: 19 and 25 Jun
Cadre Travel: 16 Jun and 25 Jun

Location:
Arrival Airport:
Cadet Travel: Session 6: 10 Jul and 16 Jul
Session 7: 17 Jul and 23 Jul
Cadre Travel: 7 Jul and 23 Jul

Location:
Arrival Airport:
Cadet Travel: Session 6: 10 Jul and 16 Jul
Session 7: 17 Jul and 23 Jul
Cadre Travel: 7 Jul and 23 Jul

Location:
Arrival Airport:
Cadet Travel: Session 8: 31 Jul and 6 Aug
Session 9: 7 Aug and 13 Aug
Cadre Travel: 28 Jul and 13 Aug

Location:
Arrival Airport:
Cadet Travel: Session 8: 31 Jul and 6 Aug
Session 9: 7 Aug and 13 Aug
Cadre Travel: 28 Jul and 13 Aug

**USAFA
OPERATION AIR FORCE**



HANDBOOK

SUMMER 2022

Operation Air Force (Ops AF) Program Overview

Ops AF is a jointly operated Academy and AFROTC program and is the largest single Cadet Development Program among Air Force commissioning sources. Program objectives include focusing and orienting Air Force cadets on Air Force missions, organizational structure, and culture through direct exposure to and experience with Air Force units. Cadets can expect to utilize existing skill sets to contribute to host unit mission accomplishment. To gain exposure to active duty operations and lifestyle, Ops AF dispatches cadets to bases across the Air Force, CONUS and OCONUS. Ops AF is centrally managed by the Academy's Cadet Wing Training staff (USAFA/CWT). The Academy and AFROTC provide Ops AF funding for their share of the program, which equates to a budget of approximately \$1.6 million annually.

USAFA summer periods are divided into three 3-week sessions and two 2-week sessions on the front and backends for AFROTC. Ops AF sessions are 14-17 days long and include up to 40 cadets per base during any single session. Each Ops AF installation should expect to host between 30-200 cadets over the entire summer, starting approximately the second week of May through the third week of August in 2022. USAFA sends over 900 rising 2-degree cadets and, contingent on funding, AFROTC sends 300-600 cadets to participate in Ops AF.

Ops AF is a USAFA graduation requirement and cadets must gain valuable experience while meeting syllabus requirements. Ops AF is not summer leave but a training program, and cadets are expected to represent their commissioning source as professionals. Cadets will work alongside AF personnel and participate in all scheduled activities. Ops AF passing criteria are listed in the Ops AF Syllabus

Ops AF Handbook

The Ops AF Handbook guides Base Directors and Cadets through the planning and execution process. Cadets will comply with all handbook requirements, and each cadet will travel with a digital or hard copy.

Cadets-in-charge (CIC) and their deputies will be acutely familiar with the entire handbook and monitor their travel groups for compliance.

Base Directors will use this handbook to navigate common situations that arise while hosting cadets and resolve issues at their level. Any situation not covered in this handbook should be brought to the attention of the Ops AF staff.

Ops AF SharePoint Sites

Governing documents and references are located at the following SharePoint sites. Program updates and announcements will be posted to each site for Base Director's and cadets' situational awareness.

Ops AF Base Directors:

Ops AF Cadets:

K3. AFROTC OPS AF SCHEDULE

| WEEK ONE | Time | Sunday | Monday | Tuesday | Wednesday 15 June Cadre Arrival | Thursday 16 June | Friday 17 June | Saturday 18 June |
|----------|-------|--------------------------|----------------|----------------------|---------------------------------|--------------------------|------------------------|------------------|
| | 7:30 | | | | | | | |
| | 8:00 | | | | | | | |
| | 8:30 | | | | | | | |
| | 9:00 | | | | | | | |
| | 9:30 | | | | | | | |
| | 10:00 | | | | | | | |
| | 10:30 | | | | | | | |
| | 11:00 | | | | | | | |
| | 11:30 | | | | | | | |
| | 12:00 | | | | | Lunch at Dining Facility | | |
| | 12:30 | | | | | | | |
| | 13:00 | | | | | | | |
| | 13:30 | | | | | | | |
| | 14:00 | | | | | CADRE ARRIVAL | | |
| | 14:30 | | | | | | | |
| | 15:00 | | | | | | | |
| 15:30 | | | | | | | | |
| 16:00 | | | | | | | | |
| 16:30 | | | | | | | | |
| WEEK TWO | Time | Sunday 19 June | Monday 20 June | Tuesday 21 June | Wednesday 22 June | Thursday 23 June | Friday 24 June | Saturday 25 June |
| | 7:30 | | | | | | | |
| | 8:00 | | | Security Forces | | | | |
| | 8:30 | | | | | | | |
| | 9:00 | | | Ends 1045 | CE | | | |
| | 9:30 | | | Bldg: off base range | POC: Lt [redacted] | | | |
| | 10:00 | | | POC: TSgt [redacted] | Bldg: 1300 | WG/CC Brief @ Club | RANGE DAY | |
| | 10:30 | | | | | | Bldg: Saylor Creek | |
| | 11:00 | | | | | | POC: ROO [redacted] | |
| | 11:30 | | HOLIDAY | Lunch with FSS | Lunch at Dining Facility | WG/CC Lunch @ Club | Lunch on bus ride home | |
| | 12:00 | Lunch at Dining Facility | | | | | | |
| | 12:30 | | | | | | | |
| | 13:00 | | | | | | | |
| | 13:30 | | | | | | | |
| | 14:00 | CADET ARRIVAL | | FSS | MUNS | TBOLT MX | SIMS | |
| | 14:30 | | | POC: MSgt [redacted] | POC: Captain [redacted] | | POC: Mr. [redacted] | |
| | 15:00 | | | Bldg: DFAC | Bldg: 900 | | Bldg: 840 | |
| 15:30 | | | | | | | | |
| 16:00 | | | | | | | | |
| 16:30 | | | | | | | | |

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TAB N

TRANSCRIPTS OF VOICE COMMUNICATIONS

N1. 9-1-1 CALL TRANSCRIPTION N-2

N1. 9-1-1 CALL TRANSCRIPTION

VERBATIM TRANSCRIPTION OF MISHAP 9-1-1 CALL

Operator: Owyhee County 911, what's the location of your emergency?

MC2 : We... were on the road we flipped over [inaudible] she.... She's underneath the car.

Operator: I need you to breathe and what's-

MC2 : I don't know... I can't...

Operator: -your location so I can help you?

MC2 : Ok... What do I do? What do I do?

Operator: What's your location?

MC2 : (Inaudible)

Operator: What is the location of your emergency?

MC2 : Uh, we are on... on a dirt road. We are on the, we are in a range, a firing range out by uh in Idaho. We are, we are, uh, on the uh, the range where they are firing for A10s (inaudible background noise). I don't feel a pulse, I don't feel a pulse (heavy breathing). I think..

Operator: Alright what happened there?

MC2 : Uh we flipped, in uh, we flipped in a HMMWV. She's trapped underneath the HMMWV, I think uh... I don't know should we... oh no, no, no (heavy breathing).

Operator: A female is trapped?

MC2 : Yeah, she... she hit her head on the steering wheel... Or, I mean I think she hit the dash board. Oh my gosh, I don't know what happened.

Operator: Is she breathing?

MC2 : No, she's not breathing, no ma'am.

Operator: And did you say you could feel a pulse?

MC2 : I can uhh... (background noise)

Operator: How many people are injured?

MC2 : I- I think I might have pulled something in my shoulder but I think I flew out the window and so I kinda cleared the vehicle when it flipped. (long pause) Is there anything I can do? (faint sobbing) Is there anything I can do? Is there anything I can do?

Operator: Is she pinned underneath shell and flat surface?

MC2 : She's- she's pinned underneath the top of the- of the canopy.

Operator: And you can't get her onto a flat surface or anything?

MC2 : No she's stuck- stuck underneath the car.

Operator: Okay we are gonna get people notified for you.

MC2 : No... no this can't be... no. (long pause and some sobbing) No, no...

Operator: Okay sir, I've got my fire department notified and I've got deputies. I'm gonna get you over to Saint – (inaudible)

MC2 : (Inaudible crying)

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TAB O

ANY ADDITIONAL SUBSTANTIATING DATA AND REPORTS

O1. IDAHO STATE POLICE – INITIAL REPORT O-2

01. IDAHO STATE POLICE - INITIAL REPORT

Idaho Vehicle Collision Report

ITD 0090 (Rev. 06-11) Idaho Transportation Department

| | | | | | |
|--|--|---|---|--|--------------------------------|
| K | | Agency Code SP03 | Officer No. | Report District | Case No. B22001767 |
| Collision Information | | | | | |
| Date of Collision 6/24/2022 | Day of Collision Friday | Time 11:35 | Police Dispatched 11:41 | Police Arrived 12:29 | EMS Dispatched 11:42 |
| | | | EMS Arrived -U | Lanes Blocked <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Date Cleared |
| <input type="checkbox"/> Within City/Town or 14.8 Miles <input type="checkbox"/> N <input checked="" type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W of | | | City or Town Bruneau | | County Owyhee |
| Interchange No. | R. R. Crossing No. | On Private Property <input type="checkbox"/> | | EMS Provider (first one to arrive) Owyhee EMS | |
| Name of Primary Road / Parking Lot / Driveway / Alley UnNamed | | | | No. of Lanes 1 | Posted Speed 15 |
| In Intersection With: Secondary Road / Parking Lot / Driveway / Alley | | | | | Posted Speed |
| Intersection Type | 01 1 Not at intersection 2 Four-way Intersection 3 Five-point or more 4 Roundabout 5 Traffic Circle 6 T-Intersection 7 Y-Intersection | | | | |
| Outside an Intersection | 1550 <input type="checkbox"/> Miles <input checked="" type="checkbox"/> Feet | | Name of First Reference Point (Cross Street / Mile Post Marker) Castleford Rd | | |
| | <input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W | | Name of Second Reference Point (Cross Street / Mile Post Marker) | | |
| Photos <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Local Agency Use 1 | Local Agency Use 2 | Latitude (GPS) 42.7237 | Longitude (GPS) 115.5958 | |
| Light Conditions | 01 1 Day 2 Dawn/Dusk 3 Dark - Street Lights On 4 Dark - Street Lights Off 5 Dark - No Street Lights | | | | |
| Weather Conditions (2 selections possible) | 01 1 Clear 2 Cloudy 3 Rain 4 Snow 5 Sleet/Hail 6 Fog 7 Blowing Dust/Sand 8 Severe Cross Winds A Smoke/Smog B Blowing Snow | | | | |
| Road Surface Conditions | 01 1 Dry 2 Wet 3 Slush 4 Ice 5 Snow 6 Mud/dirt/gravel 7 Water - standing/moving 11 Oil 12 Sand 9 Other | | | | |
| Other Road Conditions | 00 0 None 1 Ruts/Bumps/Holes 2 Slick Asphalt (Bleeding) 3 Washboard 4 High/Low Shoulder 5 Loose Gravel/Seal Coat 7 Lane Closed A Poor Pavement Markings 9 Other | | | | |
| Road Type | 04 1 2-Way & Raised/Depressed Divider 2 2-Way & 2-Way Left-Turn Lane/Divider 3 1-Way 4 2-Way & No Divider 5 Ramp 6 Alley 7 Rest Area 8 Port Of Entry A 2-Way & 2 Double Yellow Painted Divider 9 Other | | | | |
| Road Surface Type | 03 1 Concrete 2 Paved (Asphalt/Brick) 3 Gravel/Stone 4 Dirt 9 Other | | | | |
| Vertical Roadway Geometrics | 05 1 Upgrade/Downgrade 3 Hillcrest 5 Level | | | | |
| Horizontal Roadway Geometrics | 01 1 Straight 2 Curve | | | | |
| Traffic Control | 00 0 None 2 Yield 3 Traffic Signal 4 Flashing Beacon 5 Traffic Signal - Pedestrian only 6 RRX - Gates/Signal 7 RRX - Flashing Beacon 8 Officer/Flagger 10 Stop Sign on Cross Street Only 12 Stop Signs all Directions 13 RRX - Stop Sign 14 School Zone A School Bus Signal B No Passing Barrier Line 9 Other | | | | |
| Traffic Control Status | 1 Functioning 2 Not Functioning 3 Removed | | | | |
| Work Zone Crash Location | 1 Before the First Work Zone Warning Sign 2 Advance Warning Area 3 Transition Area 4 Activity Area (Work incident area) 5 Termination Area | | | | |
| Work Zone Type | 1 Lane Closure 2 Lane Shift / Crossover 3 Intermittent or Moving Work 4 Work on Shoulder or Median 9 Other | | | | |
| Work Zone Workers Present | Y Yes N No -U Unknown | | | | |
| Work Zone Law Enforcement Present | 1 No 2 Officer Present 3 Law Enforcement Vehicle only | | | | |

Property Damage (additional property damage may be added in the Narrative)

| | |
|--------------|------------------------|
| Item Damaged | Estimated Damage \$ |
| Owner's Name | Owner Address |
| Item Damaged | Estimated Damage \$ |
| Owner's Name | Owner Address |

Witnesses (additional witnesses may be added in the narrative)

| | | |
|-----------------|------------|------------|
| Witness Name | Home Phone | Work Phone |
| Witness Address | | |
| Witness Name | Home Phone | Work Phone |
| Witness Address | | |

Originated in E-Impact 4.90 Data Stamp: 388820220625022026170554V490 Crash ID: 722059

HMMWV, S/N 157874, 24 JUNE 2022

Unit Information

Case No.: **B22001767**

Unit No.: **1**

* If turning, select direction before turning

| | | | | | | |
|---|----------------------------------|--|-----------------------------|--|---|------------------------------------|
| See Events page for a list of event codes → | First Harmful Event 01 | Most Harmful Event 01 | General Direction of Travel | Street <input checked="" type="checkbox"/> North/South <input checked="" type="checkbox"/> East/West | Unit * <input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input checked="" type="checkbox"/> W | On (Street Name) UnNamed |
| First Event Relationship to Junction | 00 | 0 Nonjunction 1 In Intersection 2 Intersection Related 3 At Driveway/Alley/Parking Lot 4 Driveway/Alley/Parking Lot Related 5 On Ramp 6 Ramp Related 7 At Railroad Crossing 8 Railroad Crossing Related 9 Other | | | | |

Unit Type

| | | |
|---------------------------|---------------------------------|----------------------------|
| 1 Pedestrian | 21 Truck - 2 Axle/6 Tires | 32 Pickup |
| 2 Pedalcycle | 22 Truck - 3+ Axle | 33 SUV/Crossover |
| 3 Motorcycle | 23 Truck With Trailer | 34 Cargo Van |
| 4 Moped | 24 Bobtail/Tractor - No Trailer | 40 Construction Equipment |
| 5 ATV | 25 Tractor - 1 Trailer | 41 Van - 1 to 8 seats |
| 6 Car | 26 Tractor - 2 Trailers | 42 Van/Bus - 9 to 15 seats |
| 10 Motor Home | 27 Tractor - 3 Trailers | 99 Other |
| 11 Snowmobile | 28 Train | -U Hit & Run |
| 12 Equestrian | 30 Farm Equipment | |
| 15 Bus - 16 or more seats | 31 Scooter | |

Unit Use

| | |
|----------------------|-------------------------------------|
| 0 No Specialized Use | 10 Bus - Intercity (e.g. Greyhound) |
| 1 Police | 11 Bus - Public Transit, Commuter |
| 2 Ambulance | 13 Bus - Tour / Charter |
| 3 Driver Training | 14 Limousine |
| 4 Government | 15 Military |
| 5 Taxi | 16 Shuttle |
| 6 Fire | 17 Snow Plow |
| 7 Wrecker | 9 Other |
| 8 Bus - School | NA Non-Vehicle |

Emergency Use

| | |
|--|--|
| 1 YES: In transit, Emergency Lights Activated | 3 YES: STANDING or PARKED, Emergency Lights Activated |
| 2 YES: In transit, Emergency Lights NOT active | 4 YES: STANDING or PARKED, Emergency Lights NOT active |
| | 5 NO: NOT on an Emergency Response |


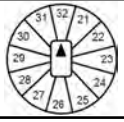
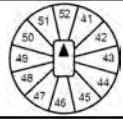
Attachment

| | | |
|-------------------|------------------|---------|
| 0 None | 3 Travel Trailer | 9 other |
| 1 Boat Trailer | 4 Towed Vehicle | |
| 2 Utility Trailer | 5 Mobile Home | |

Unit / Vehicle / Owner

| | | | | | | |
|---|-------------------------|--|----------------------------------|-----------------------|---|---|
| Unit Type 33 | Unit Use 15 | Non-Contact Unit <input type="checkbox"/> | Emergency Use NA | License Plate No. | State 01 | VIN (Vehicle Identification No.) -U |
| Year 1994 | Make American | Model M-1097A2 | | Color Green | | Attachment 1 00 |
| Owner Last Name MHAFB Rang Control Squadron | | Owner First Name | M.I. | Insured? No | Insurance Company Name SELF INSURANCE | Policy No. |
| Owner Address -U | | | City Mountain Home AFB | State ID | Zip 83648 | |

Damage

| | | | | | | |
|--|---|---|----------------------------|--|----------------------------|---|
| Initial Point of Impact 04 | Auto / Motorcycle / Tractor with Semi Trailer |  | Trailing Unit #1 |  | Trailing Unit #2 |  |
| Principal Point of Impact 13 | 13 Top and Windows 14 Undercarriage | | 33 Top 34 Undercarriage | | 53 Top 54 Undercarriage | |
| Extent of Deformity 05 | 0 No Damage 1 Very Minor 2 Minor 3 Minor-Moderate 4 Moderate 5 Moderate-Severe 6 Severe 7 Very Severe NA Non-Vehicle | | | | | |
| Towed Due to Damage <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | If Yes, Towed By Not Towed | | | | | |

↓ **Contributing Circumstances (3 possible)**

| | | | | | |
|---|---------------------------------|---|-----------------------------|--|---|
| 00 | 0 None | 8 Overcorrected | 17 Wheel Defect | 27 Physical Impairment | 38 Failed to Maintain Lane |
| 00 | 1 Exceeded Posted Speed | 10 Improper Backing | 18 Light Defect | 28 Improperly Parked | 39 Foot Slipped Off or Caught On Pedal |
| 02 | 2 Speed Too Fast For Conditions | 11 Improper Turn | 19 Other Vehicle Defect | 31 Previous Accident | 40 Wrong Side or Wrong Way |
| | 3 Too Slow for Traffic | 12 Failed to Signal | 21 Alcohol Impaired | 32 Distracted IN or ON Vehicle | 41 Brakes |
| | 4 Improper Overtaking | 13 Failed to Yield | 22 Inattention | 34 Drug Impaired | 42 Steering |
| | 5 Improper Lane Change | 14 Failed to Obey Stop Sign | 23 Vision Obstruction | 35 Improper Use of Turn Lane | 43 Truck Coupling, Trailer Hitch, Safety Chains |
| | 6 Following Too Close | 15 Failed to Obey Signal | 24 Asleep, Drowsy, Fatigued | 36 Animal(s) in Roadway | 44 Wipers |
| | 7 Drove Left of Center | 16 Tire Defect | 25 Sick | 37 Emotional - Depressed, Angry, Disturbed | 99 Other |
| Distracted By (if # 32 selected) | NA | 1 Electronic Communication Device (Cell, CB Radio, Etc.) 2 Other Electronic Device (Navigation device, DVD player, IPODS) 3 Passenger 4 Other Inside the Vehicle 5 Previous vehicle Crash/Ticketing Incident/Abandoned Vehicle 6 Other External Distraction Outside Vehicle NA Not Distracted | | | |
| Vision Obstructed By (if # 23 selected) | 00 | 0 None 1 Curve In Road 2 Hill Crest 3 Roadway Slope/Snowbank 4 Tree/Crop/Bush 5 Reflection From Surface 6 Bright Sunlight 7 Bright Headlights 10 Rain/Snow/Ice ON windows 11 Cracked/Dirty Windows 12 Splash/Spray From Other Vehicle 13 Moving Vehicle 14 Parked Vehicle 15 Traffic Sign 16 Billboard/Fence 17 Building 18 Vehicle Stopped on Roadway 19 Contents in Vehicle Interior 20 Signs/Stickers/Decals on Windows 99 Other | | | |

Commercial Vehicle

| | | | | | | |
|---------------------|---|--|-------|---|---------|--|
| Cargo Body | 0 None 1 Bus 2 Van/Enclosed Box 3 Cargo Tank 4 Flatbed 5 Dump 6 Concrete Mixer 7 Auto Transporter 8 Garbage/Refuse 10 Pickup Bed 11 Belly Dump/Hopper 12 Intermodal Container Chassis 13 Log 14 Pole Trailer 15 Vehicle Towing another Vehicle 9 Other | | | | | |
| GVWR Total | 1 10,000 lbs or less 2 10,001 - 26,000 lbs 3 More than 26,000 lbs NA Not Applicable | | | | | |
| Carrier Type | 1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck or Bus 9 Other Operation/Not specified | | | | | |
| Carrier Name | Carrier Address | City | State | Zip | Country | |
| MC / MX No. | DOT No. | Hazardous Materials <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown | | Spilled <input type="checkbox"/> Yes <input type="checkbox"/> No | | |
| Hazard Class Number | 1 Explosives 2 Gases - Compressed, Dissolved or Refrigerated 3 Flammable Liquid 4 Flammable Solids - Combustible, Water Reactive 5 Oxidizing Substances - Organic Peroxides 6 Poisonous (Toxic) and Infectious Substances 7 Radioactive Material 8 Corrosives 9 Miscellaneous Dangerous Goods | | | | | |

HMMWV, S/N 157874, 24 JUNE 2022

Driver / Pedestrian / Pedalcyclist

| | | | | | | | | | | |
|--|----------------------|--|---|--|--|---|-------------------|-----------------------------|---|------------------------------------|
| 01 | Driver | | | Pedestrian / Pedalcyclist | | | | | | |
| | ↑ Operator Action | 1 Going Straight 2 Turning Right 3 Right Turn on Red 4 Turning Left 5 Left Turn on Red 6 U-Turn 7 Merging 8 Changing Lanes 10 Passing | 11 Negotiating Curve 12 Stopped in Traffic 13 Slowing in Traffic 14 Starting in Traffic 15 Parking 18 Backing 20 Avoiding Obstacle 21 Avoiding Vehicle, Pedestrian, Pedalcycle | 22 Pursuing Vehicle 23 Fleeing Pursuit 24 Racing 25 Parked Vehicle 26 Driverless Vehicle in Motion 64 Entering/Exiting Parked or Standing Vehicle 65 Entering/Leaving Parking Lot, Driveway, Alley | 30 Crossing at Intersection, Crosswalk 31 Crossing at Intersection, NO Crosswalk 35 Crossing at Mid-block, Crosswalk 36 Crossing at Mid-block, NO Crosswalk 40 Walk/Ride with Traffic in Bike Lane 41 Walk/Ride with Traffic NO Bike Lane 42 Walk/Ride Facing Traffic in Bike Lane 43 Walk/Ride Facing Traffic NO Bike Lane | 44 Walk/Ride on Sidewalk 50 Standing ON Roadway 51 Playing ON Roadway 52 Working ON Roadway 60 Enter/Exit School Bus 70 Not ON Roadway 99 Other | | | | |
| Hit & Run <input type="checkbox"/> | | Last Name <u>MVO</u> | | First Name _____ | | M.I. _____ | Home Phone _____ | Work Phone _____ | | |
| Address _____ | | | City _____ | | State _____ | | Zip _____ | | | |
| Driver's License No. _____ | | License State _____ | | License Class <u>-U</u> | | <input type="checkbox"/> Commercial License | | Sex <u>M</u> | Date of Birth _____ | |
| Endorsements (list all) <u>NA</u> | | <input type="checkbox"/> School Bus <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Motorcycle <input type="checkbox"/> Tanker vehicle <input type="checkbox"/> Passenger <input type="checkbox"/> Double / triple trailers <input checked="" type="checkbox"/> Combination of tank vehicle & hazardous materials <input type="checkbox"/> OTHER non commercial license endorsements <u>NA</u> None / Not applicable | | | | | | | | |
| Restrictions (list all) <u>00</u> | | 00 None A Daylight only until 16 B Corrective Lenses C Mechanical Devices (i.e. Adaptive devices) D Prosthetic Aid E Automatic Transmission F Outside Mirror G Limited to Daylight Only H Limited to Employment I Limited Other J Special restrictions K Intrastate Only L No vehicle equipped with air brakes M Except Class A Bus N Except Class A & Class B Bus Q Except Tractor-Trailer P Learner's Permit Restrictions Q 6 mo - 1 Under 17 Nonrelative R 3 - wheel motorcycle only S Seasonal CDL T Identity Not verified U Motorcycle-No passenger V Idaho DL in possession W Ignition Interlock device X Non-Freeway Y Community Work Center Z Except Classes A & B School Buses 01 Farm Waiver 02 Military Vehicles Only 99 Other | | | | | | | | |
| (See key at bottom of page for the following fields) → | | Protective Device <u>03</u> | Airbag Deployment <u>04</u> | Airbag Location <u>NA</u> | Injury <u>C</u> | Ejection <u>01</u> | Trapped <u>01</u> | Transported By <u>01</u> | Idaho Code Number(s) / Violation(s) <u>01 Pending</u> | <input type="checkbox"/> Not Cited |
| Transported To (if injured) | | St. Alphonus Medical Center - Boise | | | | | | | | |
| EMS Provider | | Grand View Ambulance | | | | | | | | |
| 1 ← Alcohol / Drug Involvement | | Alcohol Test <u>01</u> | | ← 1 None Given 3 Blood Test 5 Breath Test 7 Vitreous Fluid → | | Drug Test <u>01</u> | | | | |
| 1 Neither Alcohol nor Drugs Detected 2 Yes, Alcohol | | 3 Yes, Drugs 4 Yes, Both | | BAC Test Results _____ | | Drug Used (if known) _____ | | Drug Test Results <u>NA</u> | | |

Passengers (additional passenger information may be added in the Narrative)

| Full Name | Sex | Date of Birth | Address (Street; City, State Zip) | Home Phone | Work Phone | Seating | Protective Device | Airbag Deployment | Airbag Location | Injury | Ejection | Trapped | Transported By |
|-------------------------------------|-----|---------------|-----------------------------------|------------|------------|---------|-------------------|-------------------|-----------------|--------|----------|---------|----------------|
| MC2 | M | | | | | | | | | | | | |
| St. Alphonus Medical Center - Boise | | | | | | | | | | | | | |
| MC1 | F | | | | | | | | | | | | |
| No Medical Care Provider Needed | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

Seating

| | | |
|---------------|---|--|
| Vehicle Front | 11 Sleeper Section (Truck Cab) | 16 Pedestrian |
| 1 2 3 | 12 Passenger-Enclosed Non-Trailing Unit | 17 Pedalcycle |
| 4 5 6 | 13 Passenger-Unenclosed Non-Trailing Unit | 18 Equestrian |
| 7 8 10 | 14 Trailing Unit | 99 Other (e.g. child on lap, gas tank) |
| ↑ Motorcycle | 15 Riding On Exterior Non-Trailing Unit | -U Unknown |

Protective Device

| | |
|----------------------|--|
| 0 None | 12 Child Restraint System - Forward Facing |
| 1 Shoulder Belt Only | 13 Child Restraint System - Rear Facing |
| 2 Lap Belt Only | 14 Booster Seat |
| 3 Shoulder and Lap | 15 No Helmet |
| 5 Helmet Used | -U Unknown |
| 6 N/A Non-Motorist | |
| 9 Other | |

Airbag Deployment

| |
|-------------------|
| 1 Deployed |
| 2 Deactivated |
| 3 Missing |
| 4 Not Equipped |
| 5 Not Deployed |
| NA Not Applicable |
| -U Unknown |

Airbag Location

| |
|-------------------|
| DEPLOYED: |
| 1 Front |
| 2 Side |
| 3 Combination |
| 4 Curtain |
| 5 Other |
| NA Not Applicable |

Injury

| | |
|----------------------------|----------------------|
| A Suspected Serious Injury | K Fatal Injury |
| B Suspected Minor Injury | Q No Apparent Injury |
| C Possible Injury | -U Unknown |

Ejection

| | |
|-------------------|----------------------------|
| 1 Not Ejected | 3 Partially Ejected |
| 2 Totally Ejected | I Thrown From Cycle/Animal |

Trapped

| |
|------------------------------------|
| 1 Not Trapped |
| 2 Trapped, extrication unit use |
| 3 Trapped, other extraction method |

Transported By

| | |
|-------------------|-------------------|
| 1 Ambulance / EMS | 4 Private Vehicle |
| 2 Police Car | 5 Not Transported |
| 3 Helicopter | |

Event

| Single Unit Non-Collision | Single Unit Collision With | Multi-Unit Collision |
|--|--------------------------------|--|
| 1 Overturn | 14 Pedestrian | 20 Parked Car - on Private Property |
| 2 Separation of Units | 15 Pedalcycle | 50 Head-On |
| 3 Cargo Loss/Shift | 16 Railroad Train | 51 Rear-End |
| 4 Jackknifed | 17 Animal - Domestic | 60 Backed Into |
| 5 Ran Off Road | 18 Animal - Wild | 61 Parked Car |
| 6 Down Hill Runaway | 19 Other Object Not Fixed | 52 Sideswiped Same |
| 7 Fire/Explosion | 21 Impact Attenuator | 53 Sideswiped Opposite |
| 8 Gas/Inhalation | 22 Bridge/Pier/Abutment | 58 Angle |
| 9 Other Non-Collision | 23 Bridge/Parapet End | 54 Head-On Turning |
| 10 Loss of Control | 24 Bridge Rail | 56 Rear-End Turning |
| 11 Fell/Pushed/Jumped | 25 Overpass | 59 Angle Turning |
| 12 Non-Collision Injury | 26 Guardrail Face | 62 Same Dir Turning |
| 13 Immersion | 27 Guardrail End | |
| 71 Came Back on Road | 28 Concrete Traffic Barrier | |
| 72 Drove Left of Center | 30 Traffic Sign Support | |
| 76 Cross Median | 39 Other Post, Pole or Support | |
| 82 Vehicle Equipment Failure (Blown Tire/Brake Failure) | 40 Delineator Post | 41 Culvert |
| | | 42 Curb |
| | | 43 Ditch |
| | | 44 Embankment |
| | | 45 Fence |
| | | 46 Mailbox |
| | | 47 Tree |
| | | 48 Building/Wall |
| | | 49 Other Fixed Object |
| | | 74 Cable Barrier |
| | | 77 Struck by Falling/Shifting Cargo or Anything set in motion by a motor vehicle |
| | | 78 Thrown or Falling Object |
| | | 80 Traffic Signal Support |
| | | 81 Utility/Light Support |
| | | Any Situation |
| | | 98 Non-Contact Unit |
| | | 99 Other |

Event Location


| | | | | | |
|-----------------|------------------------|--------------------------------|----------|-------------------------|--------------------|
| 1 On Roadway | 3 Right Shoulder | 5 Outside Right-Of-Way | 7 Median | A In Parking Lot | P Private Property |
| 2 Left Shoulder | 4 Roadside or Sidewalk | 6 Off Roadway-Location Unknown | 8 Gore | B Parking Lot Access Rd | 9 Other |

Events - list events for ALL units in the order they occurred

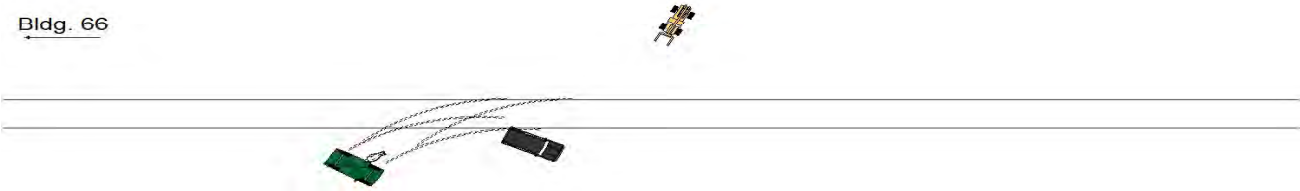
| | | | | | | | | | | | | | | | | | | | | |
|----------------|----|----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Unit Number | 1 | 1 | 1 | | | | | | | | | | | | | | | | | |
| Event | 10 | 05 | 01 | | | | | | | | | | | | | | | | | |
| Unit Number | | | | | | | | | | | | | | | | | | | | |
| Event Location | 01 | 02 | 02 | | | | | | | | | | | | | | | | | |

Sketch the Scene

Saylor Creek Bombing Range
-Un-Named road


NOT TO SCALE

Bldg. 66



Not to Scale

Narrative (additional information / additional passengers - indicate unit no. and all information for additional passengers)

On 6/24/2022, at about 1130 hours, Unit 1 was traveling westbound on an unnamed service road at the Saylor Creek Bombing Rang complex near Bruneau. Unit 1 was traveling too fast for the vehicle and road conditions, lost control, overcorrected, and went off the roadway. After leaving the roadway the vehicle overturned. The rear passenger was fully ejected, the front passenger was partially ejected and became trapped under the vehicle. The driver was able to summon assistance from a group approximately 1/4 mile away, they were able to lift the vehicle enough to extricate the female passenger and begin CPR.

The driver was treated was transported to St. Al's in Boise by ground ambulance, the rear passenger was transported to St. Al's by LifeFlight. The front passenger was pronounced dead at the scene.

| | | | |
|--|---------------------------------|-------------|----------------------------------|
| Investigating Officer's Name and/or Number | Report Date 6/25/2022 | Approved By | Approval Date 7/1/2022 |
|--|---------------------------------|-------------|----------------------------------|

NOTE: Crash Reports need to be transmitted to Idaho Transportation Department's Office of Highway Safety

HMMWV, S/N 157874, 24 JUNE 2022

TAB P

DAMAGE AND INJURY SUMMARIES

P1. MEMORANDUM FOR RECORD P-2

P1. MEMORANDUM FOR RECORD



**DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND**

6 October 2022

MEMORANDUM FOR RECORD

FROM: Ground Accident Investigation Board Legal Advisor

SUBJECT: Removal of Damage and Injuries Summaries

1. In Accordance With (IAW) AFI 51-307, *Aerospace Ground and Accident Investigations*, paragraph 7.3, the Ground Accident Investigation Board (GAIB) will only include publicly releasable information in the report. Paragraphs 7.3.1 through 7.3.19 list items that shall not be released in the report.
2. Tab P, labeled Damage and Injury Summaries, contained medical documents from two Air Force ROTC cadets and as such is not releasable. IAW AFI 51-307, paragraph 7.3.19, the Board shall not include copies of the medical evidence in the accident investigation report unless that information is absolutely required to support a cause or a substantially contributing factor of the accident, and only after first consulting the Convening Authority's Staff Judge Advocate.
3. For any questions or concerns regarding the removal of the medical documents from Tab P of the report, please contact AETC/JA.

, Major, USAF
GAIB Legal Advisor

HMMWV, S/N 157874, 24 JUNE 2022

TAB Q

LEGAL BOARD TRANSFER DOCUMENTS

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Q2. TRANSFER DOCUMENTS Q-3

Q3. WITNESS LIST Q-5

Q1. SIB MHAFB CONTACTS

SIB Contacts

ISP: Trooper

OSI: SA

SA

Range Officer: ROO

Mortuary Affairs: Maj MO

Owyhee County Coroner: Contact SA

ISB Pres: Col

ISB IO: SSgt

ISB Medical Ofcr: Lt Col

Maxwell Safety POC:

Director of Safety:

Cell:

AFROTC/CD: Col AFROTC

AFROTC/DOT: Maj

PROJO: 1st Lt PJ1

AIB Members

BP: Brig Gen Lyle Drew

JA: Maj AIB Legal Advisor

Q2. TRANSFER DOCUMENTS



DEPARTMENT OF THE AIR FORCE AIR EDUCATION AND TRAINING COMMAND



28 Jul 22

MEMORANDUM FOR ACCIDENT INVESTIGATION BOARD PRESIDENT

FROM: President, Safety Investigation Board

SUBJECT: Inventory List, Class A Mishap, # , 24 Jun 22

1. The following items are released to the Accident Investigation Board:

- A. Vehicle S/N 157874 (POC: TSgt , 366 LRS, Mt. Home AFB)
- B. Automated External Defibrillator S/N 42253060
- C. Medical treatment records
- D. All releasable photographs and Other Non-privileged files (1 disc)
- E. All releasable videos (1 disc)

2. Please reply by endorsement below that you are in receipt of these items and take responsibility for their final disposition.

SIBBP

SIBBP

Colonel, USAF

President, Safety Investigation Board

1st Ind, 366 FW/JA

TO: President, Safety Investigation Board

Acknowledge receipt and responsibility for the above listed items.

SJA

Judge Advocate

Lt Col, USAF

2d Ind to President, Safety Investigation Board, 28 Jul 22, Inventory List, Class A Mishap
, 24 Jun 22

Legal Advisor, Accident Investigation Board

To: 366 FW/JA

Acknowledge receipt and responsibility for the above listed items.

AIBLA

Maj, USAF
Legal Advisor, Accident Investigation Board

Q3. WITNESS LIST

List of Witnesses

| Interviewee | Rank | Contact Info | Work Center | Promise of Confidentiality | Date(s) Conducted | ISB Notes Only |
|-------------|--------|--------------|---------------|----------------------------|--|--------------------|
| RC1 | Lt Col | | AFROTC DET | No | 24 June 2022 18 July 2022 | 24 June ISB Yes |
| ROO | GS-11 | | 366 OSS | No | 24 June 2022 08 July 2022 20 July 2022 | 24 June ISB Yes |
| MVO | Cadet | | DET | No | 24 June 2022 15 July 2022 | 24 June ISB Yes |
| MC2 | Cadet | | DET | No | 24 June 2022 14 July 2022 | 24 June ISB Yes |
| RC2 | Maj | | AFROTC DET | No | 24 June 2022 18 July 2022 | 24 June ISB Yes |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| C1 | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |
| | Cadet | | DET | No | 27 June 2022 | X |

| | | | | | |
|-------------|--------|-------------|----|--------------|-----|
| | Cadet | DET | No | 27 June 2022 | X |
| | CRCO | 366 OSS | No | 06 July 2022 | N/A |
| | GS-11 | 366 OSS | No | 06 July 2022 | N/A |
| | CIV | 366 FW/ | No | 07 July 2022 | N/A |
| PJ1 | 1Lt | 366 MUNS | No | 07 July 2022 | N/A |
| AFROTC | Col | AFROTC | No | 07 July 2022 | N/A |
| | Lt Col | 366 MDSS | No | 08 July 2022 | N/A |
| | Capt | 366 MDG | No | 08 July 2022 | N/A |
| | Lt Col | 366 OSS | No | 08 July 2022 | N/A |
| | Col | 366 MDG | No | 11 July 2022 | N/A |
| | GS-11 | 366 FSS | No | 11 July 2022 | N/A |
| SJA | Lt Col | 366FW | No | 11 July 2022 | N/A |
| | Lt Col | | No | 12 July 2022 | N/A |
| MO | Maj | PCS | No | 12 July 2022 | N/A |
| | Maj | 366 MDG | No | 15 July 2022 | N/A |
| | TSgt | 366 LRS | No | 19 July 2022 | N/A |
| | WS-13 | 366 LRS | No | 19 July 2022 | N/A |
| LGRM | GS-12 | 366LRS/LGRM | No | 20 July 2022 | N/A |

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INTENTIONALLY

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**R1. CADET (MVO) INTERVIEW
R1.1. NON-PRIVILEGED STATEMENT**

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. Read the **Part III** script into the recording at the beginning of the interview. This must be accomplished before every recorded interview. Attach **Part I** and **Part II** to the transcript when uploading exhibits. Do not attach **Part III** to the transcript when uploading exhibits.

For Written Statements complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to **Part I** and **II** instead of the pre-printed **Part IV**. This must also be accomplished when obtaining additional written statements. Attach **Part I** and **Part II** to the written statement when uploading exhibits.

Non-Privileged Witness 20220217

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

15 July 2022
(Date)

I, Det, have been advised by MSgt
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)
a(n) Humvee Rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Cadet
Name (Last, First, MI) and Rank/Grade
N/A
Duty Title

Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Cadet
(Name of Witness)
being conducted on 15 July 2022 at 0900 CST by MSgt
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee Rollover that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***– Conduct the Interview –
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20220217

HMMWV, S/N 157874, 24 JUNE 2022

R-8

R1.2. INTERVIEW TRANSCRIPT

Interview with 20220715 0800

SIO: This is a non-privilege interview with Cadet . Being conducted on 15 July, 2022 at 0900 CT by MSgt for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. The promise of confidentiality, has not been extended to you by the investigative board or the board president. Your statement will be releasable to any subsequent investigations of the mishaps such as the accident investigation board or a commander directed investigation. And may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by the safety investigation board. Those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: Yes sir.

SIO: Do you understand that a promise of confidentiality, has not been extended to you?

Witness: Yes sir.

SIO: For the record, would everyone introduce themselves by stating your name, rank and affiliation to the board, starting with the witness.

Witness: I'm Cadet . No affiliation.

SIB President: Colonel . SIB President.

SIO: MSgt . Investigating Officer.

SIB President: Alright let me start out with—do you have a state issued driver's license and what is your driving experience?

Witness: Yes sir I do have a state issued driver's license and my driving experience is—I've had my license for three years and have been driving pretty consistently for that amount of time.

SIB President: Okay. Thinking back to the day of the accident. Can you recall the physical condition of the Humvee? What I mean by that is—the outside appearance—did you notice anything that was broken, missing, non-functional, or anything like that?

Witness: No. Nothing that I can recall now. Unless it was like a smaller detail but yeah nothing huge that I can recall that was like malfunctioning. Maybe like the doors, it was hard to shut those. But otherwise there wasn't anything I could remember.

SIB President: Can you describe or elaborate a little bit more on what was hard about those doors?

Witness: It just really wouldn't shut well. I think you—I'm not sure if you had to like pull back something else to shut them or—I don't know--we didn't really know—like I guess much about how to do a lot of

the stuff. I was kind of figuring it out so I don't know if it was actually broken or us just not knowing how to actually shut it. But it did close eventually.

SIB President: I'm gonna ask you to describe your involvement in the accident on that day. I think what I'd like to do is to start from the point you guys left building 66 and initially headed out towards the range tower. Then take us all the way up through to the accident and then we'll stop there.

Witness: Yes sir so we—they gave us the privilege to like take the Humvees—you know so like kind of unsupervised. So it was the Cadet , Cadet and I in one Humvee. We were gonna go down there to the tower and just like take it for a spin, so we all get a chance to drive it. I think we all had maybe driven it before like—as we were going to the range but we had extra time. So drove down to the tower and that was fine. We got down to the tower and then I think—we all—yeah we all wanted to get pictures in it so I think we all took turns getting in the driver's seat. I took pictures of people and then we also took turns doing like—just like—taking it for a spin around the little dirt area around the tower. Then were just like you know—I guess you could say—kind of like doing donuts. I know Cadet was kind of like leading that by—I never really done it before but doing some kind of like little spins. Tail spin moves that in there. Then it was time to drive back—no wait we really didn't have any sense of time down there. Then I offered to drive the Humvee back to the building. Then on the way back, I was—as I was driving back. I think I got to this little—I think it was—left turn downhill and then I took the turn and it was pretty sharp. It felt like I lost control—wheel-wise and it felt like I was kind of like spinning. So I tried to turn back once and then that it didn't help. So then I tried to turn back again, then at that point, It seemed like the—I think the wheel might have come off the lip of the road too and then it was just me turning sharply. The speed—it flipped it and then—it flipped, rolled and then—I had my seatbelt on I believe so I stayed in the Humvee but I think Cadet was thrown. I'm not sure how far but that's what I was aware of. He was in the seat behind me I believe and Cadet was in the passenger seat I believe. So our side—it seemed like the side that was on the outside of the rollover. So I was able to get out pretty quickly. I ran out and wanted to make sure people were obviously okay. I saw . Then I ran to the other side and saw Cadet pinned. We tried to—to do anything but it was hard to—obviously we can't move a Humvee. It was kind of like on her chest it looked like. It was kind of like a lost cause there so —we tried calling 911 but there wasn't really good connection out there. So I decided the quickest way would be to try and run back and get the other cadets so we can try and move the Humvee or just do something. So yeah I ran back to base from where we crashed and then I—I like rallied people. I was like “we need help, we need help.” I told them what was up and then we all piled in the vans and then got down there. Then we started trying to CPR on Cadet .

SIB President: Let me ask you this so after you and Cadet kind of reconnected right after the accident and then saw that Cadet was pinned—how long would you say you stuck around the Humvee until you started running back?

Witness: It couldn't have been more than a few minutes. I know we were kind of like shocked and then we—I don't even know if I ended up turning the engine off but I was gonna try to do that first. It wasn't a couple minutes because we kind of realized there wasn't a lot we could do on our own. So we went through it pretty quickly after that, we started calling people and then I decided to go back. So it was only a couple minutes I think.

SIB President: That's very helpful. At one point you guys were under the range tower and I think this is probably where you had asked to drive back to the other building and you guys stopped under there and were swapping seats. Did you hear anybody yelling at you to stop driving crazy?

Witness: No I—no I didn't.

SIB President: Okay. When you did swap seats and you were the final one in the driver's seat and decided it was time to head back—did you remember—did you stay in the range tower parking lot? Or did you just drive and head back towards building 66?

Witness: Man I—I don't remember. I think we just left. Because I think we just said we're done and then we just left. But I could be wrong too because I'm not sure if I did a couple more and then left or if I just left. I actually don't really remember. I feel like I just—because we all said like yeah we're good. We should probably go back. So I think I—I think I just left but it could go either way I guess. I don't remember that part I guess.

SIB President: Okay were there other Humvees operating while you guys were over at the range tower or were you the only ones?

Witness: There was another that came while we were down there and drove back. But then after they got back, I'm not sure exactly how long it'd been since but we were the only one out there for a little bit. But I know there was one other Humvee. I forgot who was in it but—there was one other one but once they drove back it was just us. Yeah I'm not sure how long it was.

SIB President: Did you drive the Humvees more than once? Let's say that trip with [redacted] and [redacted] — let's count that as just one outing—but did you have more experiences behind the seat of the Humvee that day?

Witness: Yeah I'd driven it once before for maybe like 10 minutes as we were driving through the range in like a little convoy. It was like a couple Humvees and the van. Yes—I can say that Cadet [redacted] and I did. But I can't say that [redacted] did. I can say that Cadet [redacted] and I did.

SIB President: Okay and did you try and dial 911? Or was it just Cadet [redacted] ?

Witness: No. It was Cadet [redacted] .

SIB President: Did you try and call any of your other cadre or team?

Witness: Yeah I looked down—I looked to call and it wasn't really going through very well just because of the connection. Honestly yeah I really didn't take a lot of time to try and do that. I guess my instinct was just trying to like run and get down there instead. But looking back I maybe could have—I don't really know—I guess—what went through my mind--what was going on. I guess I was pretty panicked. I was thinking about trying to help Cadet [redacted] and then—I know [redacted] was calling 911, he was kind of staying with her. So I thought maybe I should just run. I guess not really—no for that. Sorry I'm really just trying to go through it.

SIB President: The real reason I'm asking that—I'm wondering if your phone would still show the time of those outgoing calls—

Witness: Ohh. Yeah uh—yeah I think Cadet —I don't know if you guys are thinking about talking to him—he definitely called 911. He was on the phone with them. So that could be an option there for getting a time. I don't know if I actually ended up calling or not or to just look at my phone to see if it would actually work. Not sure if I actually made a call.

SIB President: I think actually answers the questions I have. Let me turn it over to Sergeant to see if he has any.

SIO: Before it all began, you mentioned that you guys were given the opportunity to go out there and take another drive. You said that all the cadets were able to drive unsupervised—was that the case earlier, or earlier in the day as well?

Witness: You know, I guess it depends. I mean we were in the convoy but we weren't really monitored by what we were doing. We were kind of just in a line of vehicles. I would say no. I mean there were people that were maybe nearby but I guess we weren't—I wouldn't say "supervised" would be the right word. They were just kind of in the vicinity. I know at first too like when we first got there. They were like 'Oh, here are the Humvees.'" Then people were like really excited so they kind of just got in and took off without really saying anything but---but otherwise I would say no. There was the manager there and we had the cadre there with us. I don't really think I would say supervised.

SIO: Would you say—that whole day when you were given the opportunity to drive to the tower and back—how many—not just your team—how many trips do you think occurred within the entire team out there?

Witness: To the?

SIO: To the tower and back to the building.

Witness: So what they did is they had us in two rotations. So one group was in the building and then one group—after they looked at the weapon scoring. They had one group doing that and one group outside with Humvees, then they flipped that. So I'm pretty sure most people probably got one trip down there. If they wanted to drive otherwise they might have sat in the passenger seat or just in the Humvee. Then a lot of people had already driven in the convoy so. But just one trip—I believe--to the tower.

SIO: Also when you mentioned when that there was one other Humvee when you were under the tower doing circles there—you mentioned one was probably operating. Did you guys happen to be operating on the actual gravel road at the same time when you guys pass each other?

Witness: No. I want to say no. I don't think so. I believe what happened is we went down first and then they came. But we were just at the tower place. We weren't on the road. They came down and just left while we were still there. We weren't on the road at the same time.

SIO: And on your final return back to building 66 where everybody was at the scoring building—you mentioned that you started to turn left and that turn left kind of went downward a little bit and that's when you—

Witness: I think it might have been a right turn initially—I guess it doesn't matter that much—but yeah I think it was a right turn initially and then—cause it was right and then I tried to correct that and then I tried to correct that and then I flipped left. So yeah it should be a right turn initially, like a little downhill.

Wasn't really steep downhill but I think it was gradually. Then yeah and—and then I just lost it—control of it initially there.

SIO: Do you remember if any of the cadre or range officers ever addressed any of the group of cadets—to give direction—as to correct any—if you guys were driving too fast or too slow? Did they give you any pointers or anything to correct at some point?

Witness: No I mean. Not that I was aware of. I didn't hear anything, and I don't think anyone else did.

SIO: Final question I have was—you mentioned after the accident and you sprinted back to the building to get help and everybody started to come back to the scene—you said you guys used the vans you guys used to first drive out to the range?

Witness: Yeah so I think we piled in both vans and then I think there was a truck there too that the range manager also had taken. But the cadets were in the vans.

SIO: I think that's all I have.

SIB President: thanks for taking us through all of that. It helps us get a better idea of what happened out there as we try to put this puzzle together. So Sergeant has this statement to read and we'll conclude.

SIO: If they're no other questions we'll now conclude this interview. Cadet , I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you and appreciate you for your time.

R2. CADET (MC2) INTERVIEW
R2.1. NON-PRIVILEGED STATEMENT

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete **all** sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete **all** sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For **Written Statements** complete **all** sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This **must** also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

MC2 _____ (Date)
1. I, _____ have been advised by _____ SIO _____,
(Name, Grade, Organization, of Witness) (Name of Investigator)
a US Air Force safety investigator, regarding a mishap that occurred on _____ involving
(Mishap Date)
a(n) _____, of the following:
(Equipment & Serial Number)

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

MC2 _____
Name (Last, First, MI) and Rank/Grade
MC2 _____
Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a **non-privileged** interview with _____
(Name of Witness)

being conducted on _____ by _____
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) _____ that occurred on _____.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

-- Conduct the Interview --
(Questions asked and answered)

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R2.2. INTERVIEW TRANSCRIPT

Interview with _____ 20220714 1630

SIO: This is a non-privilege interview with Cadet _____ . Being conducted on 14 July, 2022 at approximately 1730 CT by MSgt _____ for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. The promise of confidentiality, has not been extended to you by the investigative board or the board president. Your statement will be releasable to any subsequent investigations of the mishaps such as the accident investigation board or a commander directed investigation. And may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by the safety investigation board. Those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: I do.

SIO: Do you understand that a promise of confidentiality, has not been extended to you?

Witness: Yes sir I understand.

SIO: For the record, would everyone introduce themselves by stating your name, rank and affiliation to the board, starting with the witness.

Witness: My name is _____ . I'm a third class cadet in the Air Force ROTC.

SIB President: I'm Colonel _____ . SIB President.

SIO: And I'm MSgt _____ . Investigating Officer.

SIB President: Alright so _____ . Let me start with—do you have a state issued driver's license?

Witness: Yes I do.

SIB President: What state is that in?

Witness: Wisconsin.

SIB President: Would you describe your driving experience? How long you've had that---how long you've been driving?

Witness: Um—I got my driver's license—it'd be—two and a half years ago now. I had my permit a year before that so I've been driving cars probably a total of 3 and a half years or more. I'd say that's probably like as far as my driving goes. I guess I've also driven other things like “non-car like vehicles” like 4-wheelers and things like that. But like--that'd be my state of driving.

SIB President: Okay. In your previous statement that you gave the evening of the accident—you mentioned something about you had experience in “large vehicles or larger type vehicles.” Can you expand on that?

Witness: Oh uh yes. By that I meant, I have a lot of friends that have trucks that I've driven so like trucks. A lot of 8 cylinder vehicles. My brother has a suburban. So I've just kind of grown up around bigger vehicles. My Grandpa drove semi's and my uncle drives semi's. So bigger vehicles I'm just comfortable with I would so.

SIB President: Okay. Can you recall the physical condition of the Humvee in which the accident occurred? And by that I mean things like the brakes, turn signals, windshield, and doors. Did everything—did anything stand out as maybe being broken, not operating the way it should, anything like that?

Witness: I think—besides the fact that I knew that these were like—I think they were retired Air Force Humvees I'm not a 100% sure—that's what we were told. So they were no long in service but they were used in the range. Driving them—they seemed to drive fine. The brakes were a little "touchy." I think sometimes when you turn, it was kind of like a slight delay in the wheel from actual turning. But other than that they were pretty solid vehicles.

SIB President: Okay. Let's just jump right in and I'll ask you to describe what you recall from the accident and let's start at where you got in the vehicle and drove out towards the tower. And then we'll finish with your trip back to the scene of the accident.

Witness: Alright um. Yeah so I'd say it's like a quarter of a mile to like half a mile from kind of where the HQ's are to do scoring—to where the actual tower is. We just drove and the gravel road is like just big enough for one of the Humvees and maybe a couple extra feet on both sides. So we drove out there—there's a couple "windy" turns and then we get out to the tower. While we're out at the tower, there's this wide open gravel area and----I guess also I forgot to mention as related to driving cars. I also have a friend that like professionally like drifts cars. And so I also have like practice drifting cars so while we were out there, we kind of just drove in circles a few times. Then kind of like just drifted the car around a few times. Then we switched drivers a few times. So after I drove, drove and then drove and then I drove again, and then—and then took over as the drive to drive back to the HQ. was in the front right seat, I was in the back left and there's only four seats in the car. Driver, passenger, and then just one small seat in the back left, and one small seat on the back right. So then we were driving back out towards the HQ. We were going about—I'd say—probably 35 to 40 miles an hour. Kind of taking the turns a little sharp but one turn in particular—about like almost halfway, maybe less than halfway to the other building—the back end kind of swung out a little bit. At first I thought he was joking, like he just kind of pulled the wheel a little too hard and he was just kind of messing around. But we actually just kind of lost control. And I don't know if you guys like know how to drive bigger vehicles or vehicles that kind of just slide easy on gravel. So we kind of just kept "fish-tailing" and it got a little worse. All within like 5 seconds of like "fish-tailing." Then we spun left. Our front right wheel when into the ditch and the ditch was pretty deep but it was short as well. So the front dropped a lot and right when the front end dropped—the right of the front end—then the back end flipped over. All the windows are—are the doors are soft doors. And all the windows are open. I flew out the window, straight up out of the car and then about like 20 feet from the Humvee and landed on my right shoulder. And then when I got up and turned around the Humvee was flipped over. climbed out of the Humvee and then we went back to check where was and she was pinned underneath the Humvee.

SIB President: Okay. Let me take you back just a little bit. You mentioned that all three of you drove the vehicle before you drove it again. Can you go into a little more detail of that? So when you left building 66 with the three of you in the vehicle, where was everyone sitting? Then walk me through the changing of driver's sequence if you can remember.

Witness: Oh okay. So when we left I was driving. I think—yeah [redacted] was my passenger and then [redacted] was in the back left. We drove out there and then we pretty much just drove in a circle for pretty much the entire time. Like we drove in a circle a couple time right next to the tower just in a circle. Then—so I like stopped—parked the car, turned off the car, unbuckled, everybody got out then [redacted] took over the driver. I got in the passenger seat, [redacted] was in the back seat still and then we drove around a few times. Then I sit in the passenger seat. [redacted] and [redacted] switched—again after stopping and turning off the car. And then we drove around a few times in a circle still. Then I got in the back left seat, [redacted] got in the passenger seat and [redacted] is driving and then we went back.

SIB President: Okay. So like you said, you drove first. Then you swapped and [redacted] drove. Then swapped again and then [redacted] drove and then swapped again to [redacted]? Who drove back?

Witness: Yeah.

SIB President: Okay gotcha. I'm following that now. Okay let's see here. So at one point when you swapped seats under the tower—the range tower—and I suspect this may be when [redacted] swapped into the driver's seat for the last time—did you hear anybody yelling at you guys from the top of the range tower?

Witness: The top of the range tower? No.

SIB President: Okay.

Witness: Did someone say they yelled at us?

SIB President: Yeah were you unaware that someone was up in the tower watching you guys?

Witness: I was unaware.

SIB President: Yeah. When you say that you guys were taking turns and driving in circles, were you going slow in just driving in circles? Or were you practicing "skidding" or doing "donuts" or drifting?

Witness: Yeah probably like—probably about 25 miles an hour. You would kind of just drive forward and then you would kind of just turn the wheel and then you would just drift left and then you would drive forward and then drift left so—I guess yeah we were drifting. But it was pretty much just driving in circles so it wasn't like we were trying to go very far distance drifting or anything like that.

SIB President: Sure. And then at this last driver's swap where [redacted] took over, do you remember if you guys stayed and did a few more donuts? Or did you head right back over the building 66?

Witness: I think after we switched the last time we did drive around maybe twice more. Yeah I think [redacted] did drive around two more times maybe. Then we stopped and then we went back.

SIB President: Okay. Were there any other Humvees operating with cadet drivers while you guys had your vehicle at?

Witness: While we had our vehicle out? I don't think anyone else was out there. But two cadets did drive a Humvee over to the accident when it first happened.

SIB President: Okay. In one of the statements I read, it sounded like—perhaps the cadets were offered multiple opportunities to drive—did you get to drive more than once? I know you said that on the specific trip out you swapped and maybe some people got to drive more than once on that trip but—

Witness: Yeah—I drove two times before we went out that time.

SIB President: Okay. Let me be a little more specific because I don't think I asked the question the right way. Once you guys made it back to building 66 and were told, "Anybody who didn't get to drive can do so." Was that literally "If you hadn't driven, you get one shot at it?" Or was it more like, "Anyone who wants to keep driving these things can jump in one and go?"

Witness: I guess—I guess maybe I should've assumed that that's what they meant. That they only meant like "Oh if you had not driven it at all, you can get back out there." Cause [redacted] hadn't driven yet—I don't think. Or maybe he had driven for a little bit of time and so he was like 'Oh yeah like I want to go back out there and drive again.' Or drive for the first time. And so I was like, I'll go with you.

SIB President: Okay so—

Witness: So I guess—I guess I should've assume that that's what he meant when he said "go back out, anyone that hasn't driven can drive."

SIB President: So—a follow on question to that then—do you recall—so from the point when you had got back to building 66 and they said "Anyone who hasn't driven the Humvees can do so now." How much time elapsed from that, to the point where you guys took this final ride—to the three of you in that Humvee?

Witness: Oh probably half an hour.

SIB President: So during that time there were a bunch of cadets taking the different Humvees out and going back forth to the tower?

Witness: Yeah.

SIB President: Okay—

Witness: Cause I was—I was in the building and I got the brief on scoring with—probably 6 other, 5, maybe more, like 7 other, 8 other cadets in the office while other cadets were outside going back forth from the tower.

SIB President: Okay.

Witness: And then it was actually when—when [redacted] and another cadet [redacted] were getting back from the tower—we actually took that same Humvee and went back out again. Well, it was second time going back out but it was [redacted] and I's first time going back out.

SIB President: Okay thank you. You had mentioned in your previous statement that after the accident, [redacted] took off running for the building 66 and that you held [redacted] hand. Did she ever show any

sign of life? And perhaps what that might have been is a squeezing of your hand, or trying to talk while she was underneath the Humvee. Or anything else you recall?

Witness: So after we went back around the other side and just like—kind of yelled her name. She was pinned and uh—and then we kind of just both looked at each other and were like “what do we do?” Then we both tried to lift the vehicle right away but that didn’t work because it was just too heavy. So he was just like “should I run back?” Then I was like “just run back.” So he ran back and soon as he started running, I dropped down and I check for a pulse. Right when I dropped down and checked for a pulse, there was no pulse.

SIB President: Where did you check for a pulse?

Witness: On her left wrist.

SIB President: Okay so her hands were sticking out and—

Witness: Her—her right arm—her right arm was sticking straight out but it was underneath the vehicle still. And the car was across her right arm, up her right side of her chest and up over her left shoulder. And her left arm was sticking out.

SIB President: Okay. So no pulse. Was there any movement to her extremities—was she talking or screaming—was there any sign of life from her?

Witness: There was—there was nothing.

SIB President: Okay. Sorry I know this is tough.

Witness:

SIB President: Okay and again, she was in the front passenger seat at the time of the crash? And you were in the rear driver’s side?

Witness: Yeah. Yep.

SIB President: Can you look on your phone for outgoing calls and tell me exactly what time you dialed 911? I understand you did, is that correct?

Witness: Yeah I did.

SIB President: Cause that would really help us try and pinpoint the exact time of the accident.

Witness: Oh wow. I think my phone only goes back to the 27th for recent calls. It’s not letting me check any further.

SIB President: Did you actually get in touch with an operator for 911?

Witness: I did yeah.

SIB President: If you can't find it, I'm sure we can get it from the 911 transcript—it will have the time on there.

Witness: Alright.

SIB President: But you've checked and your phone doesn't go back that far?

Witness: Yeah it only goes back to the 27th.

SIB President: Okay no worries—no worries. Alright I think you've answered all my questions. Let me see if [redacted] has any for you.

SIO: At the moment—just one more re-attack. You mentioned at the time of the actual rollover. Right before you guys rolled over in the vehicle, you were in the passenger side rear?

Witness: Yeah.

SIB President: So I think you just told me earlier that you were in the driver's side rear? So at—when—

Witness: Oh oh yeah okay sorry—

SIB President: Before the accident, where were you?

Witness: So right before we crashed. Or I guess from driving from the tower to where we crashed. I was in the driver's side rear. Rear of the driver's side. My bad.

SIO: So behind [redacted].

Witness: Behind the driver, yes behind [redacted].

SIO: Was that the same seat that you guys were all rotating out of?

Witness: Yeah.

SIO: Okay so no one use the opposite passenger seat?

Witness: Yeah. Um---

SIO: That you can recall.

Witness: Maybe once. I think when I was driving and [redacted] was the passenger, that [redacted] might have been the back right.

SIO: Okay I think that's all that I have at the moment. Just to recap again—your estimate—your best guess. How fast do you guys think you guys were driving when [redacted] was losing control, on that way back from the tower to the scoring building?

Witness: I bet we were slowing down when it happened. I think before we started to like fish-tail, we were probably going 40 but I think by the time we actually hit the ground—we were probably only going like 30.

SIO: Then when you guys left the scoring building to the tower and then you guys were practicing out there. That drive—how fast do you guys think you were—estimating—going?

Witness: I think I was I was probably only driving 30-35 maybe.

SIO: Okay. Alright.

Witness: I also wasn't going a consistent speed I don't think. Cause I mean—I didn't take any of the turns sharp. So I would slow down to about 20 for every turn.

SIO: Did you feel that probably didn't take the same measures that you did around those turns and corners?

Witness: Yeah I think so. I don't think you—

SIB President: Perhaps a better way of asking that is—did you ever feel scared or start to get a little nervous, with driving on the way back?

Witness: I was—I probably was a little nervous yeah.

SIB President: Okay. Any other questions?

SIO: No I think that's all I have.

SIB President: Alright I think we're done asking you the questions and again I certainly appreciate you reliving this moment in your life. Sergeant is going to read the closing statement and we're going to turn off the recorder.

SIO: If no one has any further questions, we're going to conclude this interview. Cadet , I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

SIB President: If you don't mind, I'm going to turn the recorder back on if you're okay talking about this on the record?

Witness: Yeah.

SIB President: So could you just start over with that statement?

Witness: So I know someone. That knows someone. I guess I could be more specific. his wife actually knew a youth pastor that lives in . That actually lived down the street from the Family. And so like last week, they actually got in touch with me and actually talked to Mom and I thought I was just going to be like—just kind of tell her that "I'm so sorry for everything that happened." Something like that but it ended up just being her more like asking me questions about what happened. Then I didn't really know what to do so I kind of just told her everything that happened. I think now because I'm not as in shock now and I'm hearing that I was not supposed to be saying anything to anyone about the situation. That now I should tell you that that's what happened.

SIB President: Okay. Yeah so I'm not an expert on safety but Sergeant [redacted] is, cause I'm going to learn the real answer here as well. Did he do anything wrong or? Should he not be talking to—?

SIO: At the moment—no. When something like this happens, we just don't want to get a lot of—flood everybody with a bunch of different information so that the information gets “merky” and it becomes inconsistent. Then it becomes a lot harder trying to—to clear up misconceptions and mistakes. Or what someone told her because you might say something here and then whoever you were talking to might have interpreted it differently. Then they pass it on differently. So whenever something like this happens, we want to limit how much is discussed so that the information doesn't get out of hand and we're stuck trying to clear up misunderstandings all the time. Especially with this investigation, I would have to advise you now—knowing what you know now—I would refrain from talking about it more. Just so that we don't open ourselves into more interpretation and more questioning.

SIB President: And [redacted] I think probably a more plain English way of saying that is that you have your version of the facts— [redacted] has his version of the facts—we're gathering versions of people that were out there the day of the accident and when we merge all that together. Somewhere we will find the truth. You may be biased or influenced on your perception of things based on you know—whether you were driving the vehicle or not—and other people have differences as well. So what we don't want to happen is that a version of the truth gets out but it's not the whole version. And that is our job here—is to put the whole truth together and tell the Air Force what we believe, factually, that happened. Then try to put in steps to prevent it from happening again. Does that make sense?

Witness: Yes sir.

SIB President: Okay. We're good to go on that Sergeant [redacted] ?

SIO: I believe so. We'll double check, we'll verify all of that. But if we have any more questions or we have some more advice. We'll definitely give you a call back about it.

SIB President: Big picture. You didn't do anything wrong, don't worry about that. We're just happy to know that now and to get your side of the story.

Witness: Alright.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For **Written Statements** complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This **must** also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

8 July 2022
(Date)

I, GS-11, 366 OSS/OOR have been advised by Col
(Name, Grade, Organization, of Witness) (Name of Investigator)

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Humvee rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

GS-11
Name (Last, First, MI) and Rank/Grade
Range Operations Officer
Duty Title

Signature

II. WITNESS CONTACT INFORMATION

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with _____
(Name of Witness)

being conducted on 8 July 2022 by Col
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 June 2022
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

Non-Privileged Witness 20200813

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

R-31

R3.2. INTERVIEW TRANSCRIPT

Interview with Mr. 20220708 1121

SIB President: This is a non-privilege interview with Mr. being conducted on 8 July, 2022 by Colonel for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee that occurred on 24 June, 2022. This investigation's being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you by the investigating officer or the board president. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a command directed investigation and may be released to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board, those other investigations and releases may be used for any purpose, not just mishap preventions. Do you understand these conditions I just explained?

Witness: Yes.

SIB President: Do you understand that a promise of confidentiality has not been extended to you?

Witness: Yes.

SIB President: Okay, for the record would everyone present introduce yourself by stating your name, rank and affiliation to the board starting with the witness.

Witness: GS-11. Work for 366 Operation Support Squadron. And I am the Range Operations Officer for Mountain Home Air Force Base.

SIB President: Perfect. Colonel , SIB President.

SIB Advisor: . GS-13. Air Force Safety Center Safety Advisor.

SIB President: Alright. So to the best of your knowledge Sir, when were you contacted by the project officer or was that somebody else?

Witness: Yes Lt who was the project officer for the cadets.

SIB President: Okay and can you describe how that coordination went? What was the expectation or what did you guys coordinate?

Witness: Coordinated for the cadets and the cadre to come out for a range tour. So I'd recently given Lt 's squadron—he's ammunitions squadron, a couple tours of the range. And we—I don't know—I'd probably give twelve to fifteen tours a year. Visitors come out and we show them the range.

SIB President: Perfect. You just answered my next question. Let's see here. On a previous statement you mentioned it is "routine procedure"--quoting that-- I think those were your words. To let visitors drive the Humvees. Can you elaborate by what you mean by "routine procedure?" Or—

Witness: I don't remember using the words "routine procedure" but typically what we do is—I mean we've had a variety of groups. The Chamber of Commerce, Military Affairs Committees, obviously a lot

of Squadron's Airmen, NCO's come out. And I don't know. We've had Humvees out there, I believe since around two thousand and twelve maybe. And—I always—I think it's a—I mean I've always supported cause it's a great opportunity for them to see a different side of the Air Force. I mean they see airplanes take off and have bombs on them. They come back and they don't. So what I try to do out there is to give them—just—you know show them a—it's controlled. But give them a chance to come out and see the range so what I'll typically do—I guess routine typically. I don't know, whatever. Show them weapon scoring. I don't know if my guys gave you a, I don't know if you're familiar—

SIB President: I'm familiar.

Witness: Weapons scoring. We will let them drive a Humvee. Generally. They follow me and so it's pretty controlled. Take them to the RCO tower. If airplanes are—try to coordinate in advance to either get the F15's or the A10's to strafe. I preferably actually like to take them out on the range with JTACS and try to do that. That's probably about seventy-sixty-seventy percent of the time I get to coordinate that. We've got some helmets, some flak vests. Meet the requirements—PPE, laser eye protection, to go out when the JTACS are there and they can go out on generally OP bravo. I don't know if you got the full range tour but that's Butte area.

SIB President: I did get to see it.

Witness: And they can see the whole range. They come back, I'll let em—some were in there, I'll let em—we have a lot of targets that you saw. So I'll give them a chance to kind of climb on the targets and take some pictures and things like that and then back. And that's different orders of what happens depending on where their planes are. But that's kind of what we do for them.

SIB President: Okay. Where were you at the time of the mishap?

Witness: I was in building sixty six. Our admin weapons quorum building.

SIB President Okay. And uh—

Witness: Or—in right in front of it. I couldn't tell you the exact time—

SIB President: Near or in?

Witness: I was in it. Then I had come outside and the cadets had started eating their lunches. What I had coordinated for when I had talked to Colonel _____ was—they had plan to do—flight simulator. That had fallen through. So they were going to come watch an F15 launch. They'd already seen an F15 static display. So I called the OPS officer or Top Three at the A10's Gowen Field. Then I coordinated for them to go to Gowen and see an A10' static display. Cause they hadn't seen that and then they kind of had to make a decision cause the launch was about 1300 hours scheduled for them and—

SIB President: Right.

Witness: Friday afternoon for the----so the A10's I think---were done about two thirty or three so they coordinated around two o'clock to try to get there to get to Gowen Field.

SIB President: Okay. Did you witness the cadets driving the vehicles? And if so, what was your impression of their behavior?

Witness: Yes I did witness it. Well not these particular cadets that rolled the vehicle.

SIB President: Right, sure. Just in general.

Witness: In general when we got there at—when we first got there I gave them a short safety brief. Did not include the Humvee. I talked about munitions on range because I knew we were going on range and figured we'd stop at a target. 33's or you know-there. I talked about climbing up on or getting on the target vehicles just because critters like to live in them too. Lot of sharp metal objects. I mean when you climb on a tank, there's tendency to jump down and turn an ankle. That type of thing. So I covered those two subjects. We had three Humvees backed up in a row. They put four cadets in each Humvee and —who's my site manager out there—I don't know if you had the chance to talk to but I mean—he was a big part in terms of helping during the emergency part. Him and I think , who is my— -is his real name. We call him “ .” We're showing them how to drive the Humvees, and we showed two of the Humvees but the third one pulled out and went across the Range to the RCO Tower. And so did another one and I'm like—and in my mind—that was—that was a little bit of concern for me initially like where the hell are they goin? I didn't tell them to—you know—they should be following me. I didn't see that they went across aggressively. But they essentially went across without permission. You know—to the RCO tower and waited for me. That was right at the start—

SIB President: And that was just four cadets in there?

Witness: Ahh—yes-yes. Well that's what I saw. Okay. Four cadets in each vehicle is what I saw. Anyway so the third vehicle followed me. The Humvee remaining followed me and then also Major — sorry Colonel and Major followed me in their vehicle. We went across, hooked back up at our range control tower with the cadets and from then on they were all behind me. So I thought--in my mind--we gave them pretty good demonstration of what was required on range. Thirty five miles an hour is our speed limit out there. And when we went up to Pence Butte we drove around our target area. Stopped at targets so they could get on one of the tanks. Take a picture. We came—again they all followed me. They switched out drivers during those times cause I tried to—I wanted to make sure each cadet got a chance. And the intent isn't to obviously--is not to teach them how to drive the Humvee. The intent's just to give them a little experience right? Of-of-to-coming out. It's a morale thing too you know? So they drive me to the RCO Tower, I didn't have any issues. We watched the A10's strafe. They jump—they went over on the vehicles, took pictures of our target vehicles. They all got back in the RCO, they were back in their vehicles. They followed me across. During that time I didn't exhibit—see—any issues in terms of what I thought was anybody driving out of control or anything like. But again they have supervision right there with them.

SIB President: Right.

Witness: Now I'll tell ya I knew—um—when I—here's a decision obviously I regret. And that is. When I came across to the front of our building. You kind of have two-I knew—probably three or four of them—I didn't know how many, hadn't gotten a chance to drive it and may want to drive it. And they had a couple options. I could either let them drive across to the Range Control Tower. That road that the mishap occurred on--

SIB President: Right.

Witness: Or let them drive—there's a parallel road that goes beyond to our west target yard. Which is— which you can see. I mean I-I-I really—it wasn't just a fleeting glance. I thought in my mind that-is-would

they be-what would be the best option. Because if they go down to the west target yard, then I can see them or---we—supervision—whatever, everybody can see it right?

SIB President: Right

Witness: Less likely that there would and-and I-and so I-I-and I probably thought four or five seconds about it. Was it—then I kind of thought to myself “well they’ve seen us drive around right?” They know we’ve driven across this road twice, it’s point nine miles across. It’s fairly straight and I just envision what happened. I just yeah. And so I made the decision at that point that—when we all stop. I told—I told them as a group or I may have told the Major and Lt Col there. That if some of them still needed to drive, they could just drive it across to the RCO Tower and back.

SIB President: Yeah. So after that point you probably were, inside the building—outside the building?

Witness: Mostly. A combination, but mostly inside the building because I was kind of getting them swapped out. We broke them up into two groups. And nine, you can only put about nine or ten people in our weapons scoring room. I knew they wanted to move fairly quickly if they were going to get to Gowen Field on time to see the A10 static display. So---

SIB President: So after that point, did you witness any erratic driving?

Witness: I did not.

SIB President: Okay.

Witness: In fact, I’ll be honest with you. So I’m in the building and we do get a call from . I think you talked to our RCO. Yeah. He calls over to and says that “hey these guys are doing-“ I don’t know the exact term—“spinning cookies” or something like that right?

SIB President: Right.

Witness: And so I’m sitting down and Major says “I’ll take care of it.” And then he goes out, and Lt Col was there too and I don’t know if they attempted to. Obviously it was the same group of cadets so I don’t know. I thought she attempted to call one of them but I’m not—I may be wrong there. But again. Another point-I just—I didn’t—in my mind—I will say is a—he’s been a RCO since 90—probably longest in the Air Force. A great guy. But he’s also a little bit of a “pinger” sometimes. So when tells me that--in my mind---until I went back the following Wednesday back to the control tower. The range squadron had a family day out there. I didn’t have any envision that those cadets were spinning ten-fifteen “cookies” changed drivers and spinned ten more cookies. I mean I just didn’t see it that way. I I didn’t even realize that until I went back over. In my mind. Maybe they get over there and the kid turns sharply, the cadet turns sharply, or something like that. I-I-I just didn’t envision that—I kind of—when they first came there—maybe it’s just because—cause I saw that—I’m thinking ROTC. They’ve been in a year. We’re not talking high school kids, high school cadets. We’re talking--you know—so they have some sense of discipline in my mind. But I don’t know. Long winded answer probably to your question.

SIB President: No. No it’s good. It’s good. So are you familiar with the emergency response plan steps for out on the range? had shown us that page.

Witness: Yes. For us we don't get any support from the base, in terms of medical. So our response is to call—there's a 1-800 that you can call and they contact the local small rural EMT's. Now—what happened was--so as I mentioned--I went outside and they starting to eat their meals. And one of the—I didn't know who exactly at this time but I realized it now. Two cadets came running to the group. And I now think that was the cadet that was in the mishap and another cadet that maybe saw him—or at least that's what I saw. Two cadets saw him running to see him and said we had a rollover. I think he said “ is pinned or whatever the--- was her name.”

SIB President:

Witness: Yeah. And so at that time, Major and Lt Col they all jumped in their vehicles. And what I did was go run over to building 65 where and was because they're forklift qualified. Grabbed both of them and we came across. I dropped Joe off right quick and then took over to the RCO Tower. And then came to grab the forklift. Cause at the time I didn't--you didn't know what it takes.

SIB President: Sure.

Witness: I'm thinking she's pinned. Although when I look back I could see about half maybe, just of her legs sticking out I guess at the time. So I come back across, and at that time Major and are working on the phone together. So I thought later. I thought had initiated that call but it turns out Major had initiated a call. I think he initiated it through 911. You'd have to confirm with him. And then , we started giving coordinates and the information for life flight and “we” is not me. It's . I ended up calling through—I didn't have the command post number right on me so I called my OSS and they called the Command Post--gave me the Command Post number plus they called the Command Post. And we started initiating some of that.

SIB President: Okay. I believe I don't have a copy of that checklist in front of me. But if there's a mishap out on the range involving injury. I believe step one is to call the Command Post. And then step two was to maintain--I think--radio contact on the range with the individuals involved and step three was to dial this 1800 number to get medical emergency. Do you know why those steps are in that order?

Witness: Ah---I guess---

SIB President: Or. Alright, I guess what I'm asking is--is there a reasoning to have them in that order? Where calling for medical is step three as opposed to step one.

Witness: Well. My understanding and we've been through this before with calling life flight and now I— it turned out different here but I've talked to life flight before because we have numerous units come on the range doing ground training. And they generally bring--if they have a large group—bring their own medical personnel with them. And our—this may not answer your question but to get life flight, you have to be a medical professional. I think—I guess that step three I would have to—would be to evaluate the situation first before making that call. Only because an emergency--you know--it could be a sprained ankle first. But obviously not what happened. I'm not trying to say that's right. I'm just thinking of why we would have it in those steps.

SIB President: Yeah. Okay. Alright. Do you have an AED monitor out there? Like an individual designated as the AED person? Out there on the range. AED, obviously is the “shocker.”

Witness: Right, right. And that is uh—okay let's go--let's take a step back since we are talking about that. That should have been--I realized now. When [redacted] came back across and I saw them doing the CPR—just as he got there with the forklift. So probably about three minutes maybe, he was pretty quick about it. Maybe about two or three minutes I had already been back. And at that point I did realize we didn't bring our AED with us. And so we went across immediately and grabbed it. Our AED monitor would be—our safety officer for the range. The contractor does that. [redacted]. I don't know if I'd determine him as the AED monitor cause I'm not sure what you're defining that as but he's our contractor safety officer who hel--who works with me to order the kits, the AED's, that type of thing.

SIB President: Can you spell that last name?

Witness: [redacted].

SIB President: Contracted--

Witness: He's our contractor—he's the safety rep for the contractor out there.

SIB President: Okay. Alright. Do you know when that AED was put out there?

Witness: I can get that information for you.

SIB President: Okay. Do you know anything about how often it's inspected? Or at least documented?

Witness: [redacted] has those. Yeah. We have two of them. One at building 66 and then one down at building at the Juniper Butte Range.

SIB President: Alright. Do you know where that AED is now?

Witness: The---yes they have it at the—building 66. It's had the wires clipped so we're in the process of ordering another one.

SIB President: Yeah, that's a good plan. Do you think it would be possible for us to get that AED? Do you guys make trips back and forth from the range to here?

Witness: Yes, I'm going to the range today.

SIB President: Would you be able to bring that back?

Witness: Yes.

SIB President: Okay. If you're taking the AIB out at 1400 now, you're probably not going to be back here till like—probably 1700 at the earliest?

Witness: Yes sir.

SIB President: Okay I don't know that we'll still be here but perhaps we could pick that up from you. Or could you drop it off? I don't know if anyone would be here in the safety office either. Maybe Monday morning we could coordinate to retrieve that from you?

Witness: Yes sir. Right.

SIB President: Perfect. Do you know how we would be able to contact _____ ?

Witness: I can give him a call. See if he's in the office today.

SIB President: Okay.

Witness: _____ is our extension. _____ or _____. I'll give him a call to see if he's in before I leave here.

SIB President: Okay perfect. Then I think that concludes all of the questions that I had. _____ do you have any others that you want to? Okay sir, anything else you want to include here?

Witness: Um----no. I just say—I don't—yeah. No---I guess not. Honestly I talked to her. I have a lot to say. I'm just worried that I can honestly—this to me isn't a cop out because I'm intimately familiar with safety. I was a ground safety—I-I was a—I actually did the last course at Norton before they closed, as a flight safety guy. I was Chief of Safety in Osan for a year. Chief of Safety at Eielson. Then three mishap investigation boards as interim board president. One as a—one as a captain as the--as the board president--as the board officer. So I mean we think we do a really good job of stressing safety out there. As I said we'd been doing this for years. I just couldn't--I just--and it's our job. I mean I realized—I do realize they're cadets but it's our job to keep parents and---giving us the responsibility of keeping their young ones safe.

SIB President: It's tough. We can get better at safety. We got to look at the silver lining on this.

Witness: What's that?

SIB President: We've got to look at the silver lining on this and going forward we'll do our best to prevent this from happening again—

Witness:

_____ Whether it's one of those we use to get around range. I mean it's a must for us to be able to do our job to use the DRMO vehicles. Not for people to come out there and drive them. Obviously I just think it adds a good firm morale booster as groups come out there but--but uh yeah—I don't know. So---

SIB President: Okay, well let me read a conclusion statement here and then we will be done, turning the tape off. . I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be released to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. Read the **Part III** script into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For Written Statements complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with _____
(Name of Witness)

being conducted on 20 July 2022 at 1330 MST by MSgt
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee Rollover that occurred on 24 June 2022
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***– Conduct the Interview –
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20220217

HMMWV, S/N 157874, 24 JUNE 2022

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SIB President: Next question. Can you please explain the process to acquire either vehicles or equipment from the DLA?

Witness: Okay so first you get approval to log into their site and you can type in whatever you're looking for. You can type in national stock numbers. Class of vehicles. All different varieties. Typically what I order are Conex Boxes, Humvees—because we use them as moving targets—and then I mean you've

seen the group of vehicles we have out there. Some dump trucks and 5tons, backhoe, crater and things like that. So you put in a request for it and if your request is approved, then it gets shipped to you at no cost. They're at the stage—in a lot of cases—where they're trying to get people. Because if it has to be "demilitarized," they'd rather send it to a range. Because now the range would be responsible for demilitarizing it. Let's say it's an artillery piece. If no one takes that artillery piece, where it usually sits in their depo—this is my understanding—they still have to pay to ship it to some place. Like in—I know they demilitarize a lot in Texas—where they cut it up. So they would prefer to ship them to ranges because now if it's an item that has to be demilitarized, then the range becomes responsible for eventually making sure that it's been demilitarized through being blown-up, cutup or whatever process your range wants to use. So example like we just got a call—a lot of the folks in that process already know who we are because we order a lot. They're taking out of storage 2,000 Humvees at Red River or Fort Sill. One of the two. They've all been just sitting there. They parked them two or three years ago and now they're getting rid of them. There's not really a market for those because they're never really going to meet environmental road worthy conditions. They'll never pass any environmental tests. The market's probably pretty small ranchers, people who have their own land that they can drive on. So most of those have to be demilitarized. So we got a call the other day and said "Hey how many do you want? Would you take 400?" And I'm like "no." So their first batch of vehicles came out and was about 200 vehicles. I took 10 because I didn't know what shape they're in and that's kind of the "roll of the dice." Sometimes they'll tell you if they run. Run and move could be two different things because a lot of the times the driveline has been taken off. So you have to be careful there. So out of the 10 that I got, I think we can use 5 maybe for targets. The other 5 would just be unusable. I mean they're usable for targets, but not usable for moving targets is what I'm saying. Then most of ours we get because we have the Navy Seals come and we've worked over the years with them. Helping support them. They used to have to ship in jeeps for their moving targets and now we've—just like our moving targets, the same thing—worked with a contractor to develop that packet for a Humvee. Long winded process sorry.

SIB President: Is there any difference between if you're ordering a vehicle or a piece of equipment or same process that you go through?

Witness: Same process. There's no differences between the processes. There is a difference, you have category codes, to use it as a target it's supposed to be "G" and "H." Now with the Humvees, they're just telling us to take whatever we want because if they don't send it to the ranges they send them to go get demilitarized so they still have to go pay them to get cutup.

SIB President: Okay. Can you explain what you know about the material management equipment account process? If at all?

Witness: Well I have an equipment account but I don't put targets on it. So is that what you're talking about?

SIB President: Yeah as I understand it, there's a vehicle operations piece of the LRS here and they deal with all vehicles. There's also a materials management piece that deals with all the equipment. So a line drawn between vehicles and equipment and the material managers are responsible for overseeing the utilization and maintenance of all pieces of equipment for units on this base. So would you have any—

Witness: So I have an equipment account. It has things like my ATV's, my mules, I think I have a couple other minor things on it okay. But that equipment account doesn't apply to—the only target that I have

on that is my remote control motorcycle. So that is the only target that is listed on that particular equipment maintenance account. Because normal targets that I'm going to blow up aren't listed on there. Now vehicle wise, the base—with exception of my GSA truck and once I had a GOV and it burned up so, which hopefully I'll get another GOV—but the base has no responsibilities on range for maintenance of my vehicles. If my contractor can't specifically do it, then I would go out to have an expert coming in. For example our tractor out there. So the contractor is responsible for general maintenance of it—oil changes, tires, whatever. If we have to replace—we've had to change the AC in there three times—then I call Campbell Tractor who comes out and does that maintenance for me.

SIB President: I assume that that agreement is codified in some sort of contract or? Obviously there's a statement of work or something in the contract that we have with the contractor that says you're responsible for *routine* maintenance of these vehicles.

Witness: That's correct. The PTR range contract. So how it's setup is all your "small backyard ranges"—that's what I call them—you know Holloman, Mountain Home, Shaw, Moody, a couple of EC ranges, fall under all the same contract. Under the Primary Training Range contract through A3AR. Those bigger ranges have their own whole range group and contract.

SIB President: Okay and that contract would specify anything above and beyond routine maintenance is the responsibility of?

Witness: Well we have a contract—a line item number, a cleanse—which has, I think I start with \$50,000 each year. So that's essentially a yes. If there's something they can't do as maintenance it falls underpayment as the cleanse. So they would work with—let's say Campbell Tractor—and then they would bill *Saytech*, who is our range contractor out here and then *Saytech* pays them. Sends me a purchase request. If it's under a certain amount I approve it. If it's over a certain amount then it goes to ACC. Once that's done then the whole job is done, it's a purchase order and they would pay. They pay whoever repaired the item.

SIB President: Alright. Do you have a Range Safety Officer?

Witness: That would be me.

SIB President: That's you.

Witness: That would be me. Primarily just with my—I mean the other Wing provides safety oversight. Weapons comes out and they do my sight plans.

SIB President: You said the "other wing?"

Witness: I'm sorry the Wing provides oversight for support. Though Weapons Safety does any weapon sight plans we may need out there. Ground Safety inspects us. Fire Safety—Mr. . Not too much done with flying safety—if I had some issues with maybe birds or they see something in particular they would like to discuss but not too much with flying safety. Now, the Range Squadron—which does the Idaho Nation Guard oversees all the electronic combat assets. Cowboy Control—our airspace management—and they do communications on the range. They have their own Safety Officer for them. But he doesn't really—while he might do a small walkthrough at Saylor Creek to look at their operations in particular which would be the radars is what the Range Squadron primarily controls out on Saylor Creek. He doesn't do the real property or the targets or anything like that.

SIB President: And that's the 266 RANS?

Witness: That's correct.

SIB President: Do you have a Range Vehicle Control Officer?

Witness: That would be me.

SIB President: Okay. Do you have a Range Equipment Custodian?

Witness: Well I own the equipment account on the range so yes. For my stuff. That's what we were just talking about. Account 401TT.

SIB President: Okay. I've got a picture of the Range in our other office that I'd like to grab afterwards. To just have you point out where you went on the tour when that morning kicked off. I know you took them up to OPB and showed them around up there. Just for my awareness of kind of how that range tour flowed.

Witness: Okay.

SIB President: That's all the questions that I have. Let me see what Sergeant has.

SIO: So I know the DLA process for me is kind of confusing so I'm trying to piece it together. So you mentioned that whenever you have a need for a vehicle or a piece of equipment, you go through DLA. You have to submit a request. Is that through DLA specifically? Because you said you got on their website once you got an account, you got to like search for certain things?

Witness: Well it's through what's called "RTD." You know the easiest thing for you to do would be to come over to my office after this. Honestly and just have you—I'll login and show you the process. Then you would be like "oh okay that's how you do it."

SIO: Okay so somewhere in that process do you have to get with LRS for anything?

Witness: No because they're targets. Those vehicles are not considered—

SIO: The regular type of vehicles that you would drive on the road?

Witness: Correct. We don't take them off range. Now I would say that we've drove some from Juniper Butte. From Saylor Creek to Juniper Butte, which is just like 37 miles down the dirt road. But other than that, we don't drive them off road. If we have something we would track it.

SIO: Does DLA or LRS—since you're kind of the "man of all hats," when it comes to vehicles and accounts. Do they give you any kind of direction on the process of how to—

Witness: When you go through your equipment training. They give you an initial training and then you have an annual or a semi-annual. But yes for the equipment account yes.

SIO: What about for VCO?

Witness: Let me restate that—I should restate that—I'm not the OSS VCO. I misspoke here. We have two TSgt's who work as our Vehicle Control Officers or NCO's. Their only responsibility--for me—is I'd pass them my monthly mileage used on my vehicles and the 1800's. Then if I need a vehicle request—

it'll go through them to get it. For example when we moved 500 containers downrange the first week in May. I would coordinate it in advanced and then send my request to our VCO's in the OSS. Then they would send it to Vehicle Operations who would approve or disapprove it. So I should have worded that better because I was thinking about just the range. These NCO's really don't do anything for the vehicles that I have on the range. They just would do something with if I wanted to check something out or needed support from Vehicle Operations. Normally the only thing that I get from Vehicle Ops are—again a driver comes with them, I'm not qualified on them—would be the flat 40 foot trailers or the flatbeds and they've been a lot of help. To move those downrange for our targets. Sometimes on base they help me out with forklifts because I'm the guy that can get containers. So if you've seen a container on base it came from me. So sometimes I'll coordinate with them for their 25K forklift to come move it. New 10K's aren't wide enough to move it. Three inches shorter than the old 10K's.

SIO: So when it comes to all the "hats" you wear. You're vehicle, safety, equipment for the range? Just for the range, as in like shop level.

Witness: That's correct it's at a shop level, not a squadron level. Well even at the squadron all the equipment accounts are all broken out. So aircrew, flight equipment. SERE, myself—we all have separate accounts that you work directly with equipment account folks. There's really no OSS person in charge of all equipment accounts.

SIO: So all the account holders report directly to LRS?

Witness: Well yeah—the equipment account customer. Now your annual account cert has to be signed by your Commander when you do your annual review. Then they come out each year and they have to check a certain amount so when you do 10%—which generally means they check all of it. You have to drive down to Juniper to see it too.

SIO: Do you happen to know off the top of your head. I know you have a bunch of regulations to keep up with anyway but do you happen to know where we could look to find out what the requirements are on how to—you mentioned that "targets" that you acquire through DLA aren't technically vehicles—right? Or something along those lines.

Witness: That's—well that's how I see them yeah. There is a regulation—a DOD regulation. Don't think it really defines that. If you make those targets be vehicles—well first you couldn't do that because I have to have a vehicle authorization for every vehicle that I get right? I understand if you're calling them equipment vs if I call it a vehicle. And it meets the definition of a vehicle, I could never get one out of DRMO because I'd need a vehicle authorization to get it. Now if I called a piece of equipment—which you have to discuss with LRS if they would agree that that vehicle is a piece of equipment and I put it on an equipment account—as soon as I take it out to the range, I blow it up. Or it gets—it goes into our scrap pile right?

SIO: So you get it and then it goes boom.

Witness: Yeah well over a certain amount of time. We don't do live ordinance out there or high explosive ordinance. So they last longer than maybe going to some ranges with those. I have never been "pressed" to put targets on an equipment account because I think it just becomes convoluted about having to always constantly take them off and put them on. You would have to take them off and then

put them on. The only target I have on there is the moving target that—the motorcycle because we’re not going to blow it up. Or at least we hope not. I probably opened a “can of worms.”

SIO: So you need to have an authorization from VM—

Witness: For a vehicle. You have to have an authorization. So here’s an example. First an authorization is difficult to get. Then when you get them. An example okay so you can go buy—so our SERE guys went and bought a nice Razor. That is a 4wheel and it’s considered an equipment item okay? \$25,000 that’s the max you can buy with your GPC. The trailer to put that on—which is maybe 4 to 6 thousand dollars—is a vehicle authorization, a vehicle. I needed some trailers out there, as an example. I was able to get two authorizations for trailers but guess what, you need 30-80 money. Not 30-400 funds. 30-80 money is hard to get so ACC didn’t have 30-80 money out there. So that’s kind of the weird thing about the whole process to me. I can buy a \$25,000 Razor—call it equipment—but the trailer to put it on requires a vehicle authorization and 30-80 money.

SIB President: So it’s challenging is what we’re understanding.

Witness: Yeah I mean—anyway. Like I said again I’ve never been “pressed” that you had to put targets on an equipment account because yes we’re going to blow them up. We’re demilitarizing them, taking all the fluids out, prepping them to go on range. Example would be a conex. Last year I think we got 800 conexas through DRMO. So how do you define what target goes on there and what doesn’t? Because it has wheels or doesn’t have wheels, they’re all targets.

SIO: I think that is it for me. If no one has any further questions, we’re going to conclude this interview. I’d like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Witness: Thank you.

R5. MR. (ROO) NON-PRIVILEGED STATEMENT
R5.1. NON-PRIVILEGED STATEMENT

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

25 Jul 2022

(Date)

1. I, _____, GS-11, 366OSS/OSOR, have been advised by _____ MSgt,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) _____ Humvee Rollover _____, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

/ GS-11

Name (Last, First, MI) and Rank/Grade

Duty Title

Digitally signed
Date: 2022.07.25 15:48:40 -06'00'

Signature

II. WITNESS CONTACT INFORMATION

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. Read the **Part III** script into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For Written Statements complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

8 July 2022
(Date)

I, O-5, 366055, have been advised by Col
(Name, Grade, Organization, of Witness) (Name of Investigator)

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Hmmwv rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Lt Col / O5
Name (Last, First, MI) and Rank/Grade

Commander, 386 OSS
Duty Title

II. WITNESS CONTACT INFORMATION

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Lt Col _____
(Name of Witness)

being conducted on 8 July 2022 by Col _____
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

– Conduct the Interview –
(Questions asked and answered)

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

R-56

R6.2. INTERVIEW TRANSCRIPT

Interview with Lt Col

20220708 1510

SIB President: This is a non-privilege interview with Lieutenant Colonel _____ being conducted on 8 July, 2022 by Colonel _____ for the Safety Investigation Board convening for the recent mishap. We are investigating the mishap involving a Humvee that occurred on 24 June, 2022. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you by the investigating officer or board president. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a commander directed investigation and may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board, those other investigations and releases may be used for any purpose, not just mishap preventions. Do you understand these conditions I just explained?

Witness: I do.

SIB President: Do you understand that a promise of confidentiality has not been extended to you?

Witness: I do.

SIB President: And for the record would everyone present introduce yourself by stating your name, rank and affiliation with the board, starting with the witness.

Witness: Okay. Lt Col _____ . 366 OSS Commander.

SIB President: Colonel _____ , SIB President.

SIB Advisor: _____ . GS-13. Air Force Safety Center, Safety Advisor.

SIB President: And Captain _____ -how about you go next.

Captain _____ : Captain _____ . ADC representing Lt Col _____ .

SIB President: Perfect. Okay first question, how long have you been the OSS Commander?

Witness: Took over May 27, 2021. So a year and almost a couple months.

SIB President: Perfect. How many visits have you made to the Saylor Creek Range?

Witness: Two now.

SIB President: When was the last time you visited?

Witness: The day of the incident.

SIB President: When was the first time you visited?

Witness: Probably a couple months prior to that. That's when I had my actual first tour day with _____ .

SIB President: Okay. Were you aware that range visitors were offered the opportunity to drive Humvees?

Witness: I knew that we had like seals and we have ASOS guys that use those. I knew that they drove them. I did not know that we gave anyone else rides.

SIB President: Okay. Are you aware of any safety briefings or requirements given to visitors who are allowed to drive the Humvees?

Witness: No I'm not.

SIB President: Have you driven the Humvees?

Witness: No I have not.

SIB President: Alright and this last question is now "N/A." We actually spoke with Mr. [redacted] earlier today. He's gonna track down that AED that was used. That—defibrillator—

Witness: Mhm.

SIB President: And bring that in to us when he does. Need to take a look at that. So that's actually all of the question that I have. [redacted] do you have anything else to ask?

SIB Advisor: Not really, no.

SIB President: Okay, then that's short and sweet. I think that concludes the questioning. Let me read the concluding statement here. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. And we thank you for your time.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION**Instructions:**

For **Recorded Interviews** complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For **Written Statements** complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

6 July 2022
(Date)

I, _____, have been advised by MSGT
(Name, Grade, Organization, of Witness) (Name)
a US Air Force safety investigator, regarding a mishap that occurred on 24 Jun 2022 involving
(Mishap Date)
a(n) Humvee 2010, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Name (Last, First, MI) and Rank/Grade

Signature

II. WITNESS CONTACT INFORMATION

R7.2. WRITTEN STATEMENT

Events on: June 24, 2022

Naylor Creek Range

- 18:00 Arrived on range
- 18:15 Went to tower and proceeded with opening procedures
- 18:30 ROTC tour arrived at west, checked in with range personnel
- 8:40 , range ROO requested clearance for the party to OPB in the impact area. They toured the op and took the northern loop to look at target areas.
- 19:30 Returned to tower, AIDs were due on and would do a demonstration on the strafe pits. Tour proceeded up to the tower catwalk.
- 19:40 Tour watched the AC strafe then went down to tour tgr. vehicles and drive HMMV's.
- 10:15 (approx) Tour proceeded over to west to look at Scoring and they were taking turns driving from the west to the tower and back. I noticed that the cadets seemed to be increasingly driving at a high rate of speed.
- 11:24 (Approx) I called (site manager) The cadets were coming into the parking lot and doing doughnuts and power slides in the gravel. I tried yelling at them to stop, don't know if they just couldn't hear me because of the engine. I told what was going on and that someone needed to reign them in as they were getting out of hand.
- 11:40 Bobcat 1-2, 190 A10s checked in range per schedule. Given flt. lead control for gun passes on tgr 19
- 11:41 Called weapons scoring to pass tgrs and events. answered. Told me that there was an emergency, someone had rolled a HMMV and a person was trapped underneath and personnel were responding. First I was made aware of the incident.
- 11:45 I was notified by of the severity of the accident - One person pinned, 2 injured.
- 11:46 (site manager) called me on LMR to begin emergency response procedures. Called Idaho State EMS communications Center. Passed known information on victims, location and requested emergency assistance. Found out someone else had made contact and that Life Flight would be dispatched.
- 11:49 Coordinated with Cowboy Control and MH Rafeon to be prepared to clear the airspace when Life Flight was in bound.

- 11:50 Bobcat flt. involved in gun attack down range. No factor to incident (working down range tgts.) was monitoring incident, flight on range and monitoring air and ground traffic while fielding phone calls from various entities. (C.P./SOF ect)
- 11:58 (approx) Bobcat complete with weapons deliveries
- 12:00 Cowboy Control notified me Life Flight had launched
- 12:05 Bobcat flt. terminated, exited range to the south.
Airspace cleared, no overflight below 18k.
- 12:12 Emergency vehicles start arriving (multiple, Owyhee county, State Police)
- 12:15 Was passed coordinates of accident sight by range personnel, relayed to Cowboy Control along with winds and best landing approach. (unable direct com due to incompatible radios)
- 12:17 Life Flight wheels down.
- 12:32 Ambulance arrived
- 12:50 Life flight wheels up, exited airspace

R8. MR. INTERVIEW
R8.1. NON-PRIVILEGED STATEMENT

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

6 July 2022
(Date)

I, 65-11 366 OSS, have been advised by MSgt
(Name, Grade, Organization, of Witness) (Name of Investigator) ✓
a US Air Force safety investigator, regarding a mishap that occurred on 24 Jun 2022 involving
(Mishap Date)
a(n) HMMWV rollover of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

65-11
Name (Last, First, MI) and Rank/Grade

II. WITNESS CONTACT INFORMATION

Non-Privileged Witness 20220217

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Mr. _____
(Name of Witness)

being conducted on 6 July 2022 @ 1100 by MSgt _____
(Day, Date, and Time) (Rank and name of investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) HMMWV Roll-over that occurred on 24 Jun 2022
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***— Conduct the Interview —
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20220217

HMMWV, S/N 157874, 24 JUNE 2022

R-65

targets or our pool of mobile targets are so low that we pull them from the range support use they do and convert them over and that's how we use them to make maximum use of the assets.

SIO: So these particular Humvees that were uses that day for that visit---they were gonna be eventually used for targe—

Witness: Eventually they were gonna be used as target vehicles.

SIO: So you mentioned sourcing. Where do you guys usually get these resources?

Witness: Typically they're usually sourced from DRMO—the defense logistics agency.

SIO: So—when they go to DRMO they're usually—what is their current condition when they--or usual condition when you guys get them from DRMO?

Witness: Various capacities with requisitions because they're being phased out of the government usage, it's in favor of other vehicles. We've seen some in requisition, some as bravos all the way through hotel.

SIO: Now—with—

SIB Advisor: Can I ask what you mean by between bravos and hotels?

Witness: Those are condition codes on DLA. Bravo is serviceable with minimal maintenance all the way down through some targets we requisition and uh—hotel I'm trynna think—DLA listed as condemned.

SIB Advisor: Okay. Thank you.

Witness: Mhm.

SIO: And you don't happen to know the exact status about these ones would you?

Witness: I do not know the status of these no.

SIO: Okay can you talk us through---I know we're at a remote location so we have an emergency response plan that's a little unique compared to the regular base. Can you walk us through the usual steps sir?

Witness: So we cannot request an air medevac ourselves. That has to come from a medical professional. And so we coordinate with the EMT's in the town of Bruneau. We call 911 and get patched through to them and they respond and come out and do an assessment. At which point that qualified medical professional can call for an air support if that's needed or they can transport themselves. If the unit that's training out here has a medical professional, they can go be a forward direct too. The emergency flight services around here but we'd have to call in local paramedics ourselves for that.

SIO to SIB President: Did you guys have any additional questions on those ones?

SIB President to SIO: Not on that. Are you gonna ask more?

SIO: I'm running out—I'm kind of holding off on the other ones though.

SIB President: Okay well I think we could ask. Are you aware of any maintenance procedures that take place on these Humvees--or is it---you know—I'll just stop there.

Witness: Well uh---they get--

SIB President: Specifically the ones that were being driven—that day.

Witness: When they get in and we elect to use em for maintenance or for range operation stuff the guys will run—go over em--make sure things are functional--that it's serviceable not leaking oil or anything like that. And then they'll use em until we pull em out of service.

SIB President: Okay and when you say “the guys” you just mean—

Witness: The contractors—

SIB President: The contractors here—

Witness: Yep—yes.

SIB President: Okay and do you know if they have any special training on---like---are they mechanics or they kind of “jack of all trades?”

Witness: Uhh----there's a few of them I believe that are mechanic qualified but I have to talk to about that one.

SIB President: Okay.

SIO: Is there any documents---like a checklist or something that---you know---goes “hey we just check for certain things for sure before they—“

Witness: I don't know if they maintain something in here on that one, again I'll check on that one.

SIO: When it comes to visits, how often do you guys get visits out here?

Witness: It's—it's not too too often. I think maybe we get one or two consistently a year. It'd be like the F15 systems program office that comes out. The cadets—I've think I've seen them out here one time before that and then it--occasionally they'll be other spurts but consistently only once or twice a year.

SIO: How often do any of the visitors that come out here get a chance to drive any of the Humvees?

Witness: It depends on the people visiting typically if they're military or military affiliated. Then they get an opportunity but there's other tour groups that we brought out here that haven't gotten the chance to drive em.

SIO: Is there any other special requirements or briefings or things that you guys give them if they do happen to—

Witness: if I'm doing a tour group for a group um—that has been authorized--you know--is gonna drive em. I give them my spiel. Which includes my history at 29 palms. How we conduct a lot of training involving very dangerous situations and the leading cause of issues or injuries--their vehicle accidents. So I remind them of that, I remind them that these are Humvees—they're not high end Razor vehicles. I show em how everything works. It does operate similar to a car but I include starting, stopping, breaking locat—like interaction control locations. Show em the seatbelts. Show em how they work, let em know the speed limit. It's 35 miles an hour and if there's other traffic on the road, that sort of thing. So that's the brief I give whenever we let a unit or element drive the Humvees.

SIB President: Is there—is that a standardized brief or?

Witness: It's not—it's not written down anywhere. I know its--it--it gets given. I made sure I-everytime I do it I give it—so—

SIB President: But if somebody else is giving it. It could be more—it could be less? Just depending on their experience and how they deliver that?

Witness: It could be---generally it's-it's basically myself or that's out here with the--with the various groups.

SIB President: Okay—

Witness: um—or

SIB President: Just the two of you—

Witness: Or

SIB Advisor: When you were out here, have you seen give the brief?

Witness: Uhh---let me think. Cause usually I mean---if I'm doing it it's cause he's busy—

SIB Advisor: Okay.

Witness: So aside from a family day, I don't think I've been out here while he's given one—

SIB Advisor: Okay.

Witness: Cause he's like I said—he's-he's busy that's why he has to give the group an order for doing it.

SIO: Anything else?

SIB President: Yeah-no-no I don't have any more.

SIO: Alright we appreciate it sir for answering all these questions and you can contact us if you have any other information you'd like to share.

Witness: Okay

SIO: Alright thank you very much.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs **Part I**. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. Read the **Part III** script into the recording at the beginning of the interview. This must be accomplished before every recorded interview. Attach **Part I** and **Part II** to the transcript when uploading exhibits. Do not attach **Part III** to the transcript when uploading exhibits.

For Written Statements complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs **Part I**. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to **Part I** and **II** instead of the pre-printed **Part IV**. This must also be accomplished when obtaining additional written statements. Attach **Part I** and **Part II** to the written statement when uploading exhibits.

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

7 July 2022
(Date)

I, 0-2, have been advised by Col
(Name, Grade, Organization, of Witness) (Name of Investigator)
a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)
a(n) Humvee rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

1st Lt
Name (Last, First, MI) and Rank/Grade

Duty Title

Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with 1st Lt
(Name of Witness)

being conducted on 7 July 2022 by Col
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 Jun 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R9.2. INTERVIEW TRANSCRIPT

Interview with 1Lt

20220707 1331

SIB President: Before I read this, are you aware that an incident occurred? With that group or ROTC cadets?

Witness: Yes sir.

SIB President: Okay, just wanted to make sure you were not completely in the dark about that. This is a non-privilege interview with First Lieutenant _____ being conducted on 7 July, 2022 by Colonel _____ for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee that occurred on 24 June, 2022. This investigation's being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you by the investigating officer—him—or the board president—me. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a commander directed investigation and may be released to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board, those other investigations and releases may be used for any purpose, not just mishap preventions. Do you understand these conditions I just explained?

Witness: Yes sir.

SIB President: Do you understand that a promise of confidentiality has not been extended to you?

Witness: Yes sir.

SIB President: And for the record would everyone present introduce yourself by stating your name, rank and affiliation to the board, starting with the witness.

Witness: Yes sir, so _____ —First lieutenant. I'm associated with the board through being on the planning team for the cadets.

SIB President: Colonel _____, SIB President.

SIO: MSgt _____, Investigating Officer.

SIB President: Perfect. Why don't we jump into our first question. Can you describe your role in coordinating the 2022 OPS Air Force agenda here at Mountain Home AFB?

Witness: Yes sir. So I was the alternate base POC. Basically me and another—Captain _____—we worked together to coordinate the summer visits for RTOC and Air Force Academy cadets. Kind of show them the base, The Air Force, and immerse them a little bit.

SIB President: Okay, how were you selected?

Witness: So there was an initial call for volunteers. I received the word from my commander. She put my name up, and then that went to the wing from there for selection.

SIB President: Alright you were volunteered, then you were picked.

Witness: Yes sir.

SIB President: Awesome. I'm about to go over the two questions I promised you, but this first part has three questions so I'm reserving my right to continue this. Were you given any kind of agenda?

Witness: Working with headquarters ROTC. They give us and also the academy—we had kind of a rough outline and examples, but we built the schedule and agenda ourselves.

SIB President: Okay.

Witness: We had a rough outline of things to accomplish.

SIB President: Right. So you just “filled in the dots” basically.

Witness: Yes sir.

SIB President: Okay cool. Did you follow up to any changes to the agenda? Not exactly sure—does that make sense to you?

Witness: Umm—

SIB President: Or maybe a better way of asking that would be. How did your final agenda end up? Were you able to stick to it? Was the group of cadets able to stick to that? Or was there a lot of flux?

Witness: Not an extreme amount of flux um I'd say. Not with this visit. It was all pretty set in stone from the start. We had a couple different visits—well two total throughout the year this summer but—

SIB President: Okay, can you describe those a little more?

Witness: Ah yes sir so—the one we had prior was only four cadets, four academy cadets. They were here for—I want to say about two and a half week's total. And it was a good trip. We had a schedule built for them and got to know them a good amount. It was a good time.

SIB President: Okay and this group of nineteen was the second I assume.

Witness: Yes sir and this was all ROTC—the second group was.

SIB President: Were those itineraries or agendas identical or—pretty close—or how would you describe that?

Witness: They were pretty close, yes sir. Most of the ones—the squadrons that we contacted. We kind of kept those contacts and requested that they also do something for the second visit.

SIB President: Okay. What was your involvement with going out to these various squadrons and getting the immersions that these cadets were getting? Did you tag along? Or did you just do the planning and hand over the agenda?

Witness: So I tagged along where I could Sir. I also had my primary duties so I wasn't able to do—be there for everything. I definitely tried to do handovers at least at the beginning of each day—at each new squadron—kind of introducing everyone and things like that but um—I didn't get to actually partake in it most of the time.

SIB President: Okay. So you'd say—not a whole lot.

Witness: On the actual activities, no sir.

SIB President: I don't believe you were out at the range when this event happened.

Witness: No sir-no sir.

SIB President: Okay, did you make it to the range with USAFA cadets?

Witness: No the USAFA cadets didn't go out to the range.

SIB President: They did not---

Witness: No sir.

SIB President: Alright then I think my final question at this point is—who---who oversaw you and Captain ? Like who did you provide briefings and updates to?

Witness: So we worked closely with—so the ROTC cadets had cadre with them. So they reached out pretty early. Major and Lieutenant Colonel . So we worked with them very rarely. Just sending them updates on the schedule we had built, activities, things like that.

SIB President: But how about here at Mountain Home? Was there anyone over you that you had to update, to give them the plan or they basically said "It's all you, go forth and conquer?"

Witness: Yes sir.

SIB President: Okay. Alright perfect. MSgt let me turn it over to you and see if you have any additional questions.

SIO: Thank you sir. LT you mentioned—well the first push and we'll talk about the agenda when you first got put into the position and they kind of gave you a rough agenda but there were maybe some of the expectation—or examples of? Can you elaborate a little on what some of the examples were?

Witness: Absolutely. Absolutely so for the academy cadets, we were sent a more strenuous requirement. I think that might be in part due to them being here longer. But it broke it down for them in terms of goals for the amount of hours of shadowing officers—enlisted—civilian. Things like that. There was requirements for mentorship sessions and different items like that.

SIO: And that was for---the academy cadets?

Witness: That was and then—but we tried to also use that for the ROTC trip as well. But it was just significantly shorter so little bit different timeframes and things like that.

SIB President: You said USAFA was two and a half weeks?

Witness: I want to say—yes sir. I'd have to go and look at the exact dates but it roughly about two—two and a half weeks.

SIB President: And how long was the ROTC one? The second one.

Witness: So with the holiday, it was only about four days of actual coordinating anything. But they flew in—I think their total time here vs when they left—roughly a week.

SIB President: Okay thanks. Sorry. Go ahead Sergeant .

SIO: Let's see here. When they went out, some of those strenuous requirements. Did they—when you mentioned that--is it like physically strenuous or is it just constraints of their schedule—certain milestones they have to meet?

Witness: Just the milestones that were requested they meet for the academy cadets. Definitely no physical—no intended physical labor or anything like that.

SIO: What were the part of the schedules—that schedule, that agenda—were they able to get more hands on type of experience or is it more of a just a tutorial “hey look at this but don't touch”

Witness: So it—hands on was a portion of it. One of the items was--I think it was like twelve hours—like a twelve hour requirement of hands on enlisted work. Whether that's turning wrenches or uh—you know—cooking burgers down at the DFAC, different things like that.

SIO: Nice okay. Sounds good. I think that's all I have Sir.

SIB President: Okay, alright then I've got a little conclusion statement I've got to read here, because I don't have any other further questions. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. And we thank you for your time. If you did hear anything like that, you could just email me directly and say “hey sir, rumors are floating about blank.” And we'll try to squash that the best that we can.

Witness: Yes sir.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete **all** sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete **all** sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

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I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT


18 July 2022
(Date)

1. I, O-5, ROTC Detachment, have been advised by MSgt,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)
a(n) Humvee Rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Lt Col/O-5
Name (Last, First, MI) and Rank/Grade
Commander, AFROTC Det
Duty Title
 Digitally signed by
Date: 2022.07.18 10:27:28 -04'00'
Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a **non-privileged** interview with Lt Col
(Name of Witness)

being conducted on 18 July 2022 at 0900MST by MSgt
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee Rollover that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R10.2. INTERVIEW TRANSCRIPT

Interview with Lt Col 20220718 0900

SIO: This is a non-privilege interview with Lt Col . Being conducted on 18 July, 2022 at approximately 0900 MST by MSgt for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. The promise of confidentiality, has not been extended to you by the investigative board or the board president. Your statement will be releasable to any subsequent investigations of the mishaps such as the accident investigation board or a commander directed investigation. And may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board. Those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: Affirmed.

SIO: Do you understand that a promise of confidentiality, has not been extended to you?

Witness: I do.

SIO: For the record, would everyone introduce themselves by stating your name, rank and affiliation to the board, starting with the witness.

Witness: My name is Lt Col . I am the Detachment . I was the lead escort for the Operations Air Force Event from 19-25 June.

Witness ADC: My name is Captain . I am the Area Defense Council assigned at AFB. I also represent Lt Col in any and all matters related to this incident.

SIB President: . Colonel. SIB President.

SIO: MSgt . Investigating Officer.

SIB President: Alright we'll jump right into the questions here. Colonel do you recall when you were first notified that you were going to be an escort for OPS Air Force?

Witness: It was—it was March/April timeframe Sir.

SIB President: Okay. Have you ever been a cadre for OPS Air Force before?

Witness: Negative. I went to OPS Air Force as a cadet when I was at the Academy but never as an escort.

SIB President: Alright. What type of vehicles were used to transport the cadets out to the range that morning?

Witness: Roger. So were able to secure two 15 PAX vans from base—from Mountain Home. Then the Cadre, Major and I, we went in a rental car. And we followed Mr. out to the range from base.

SIB President: So you and Major [redacted] were in a rental car?

Witness: Correct.

SIB President: And then who was driving the two 15 PAX vans?

Witness: The cadets. I think it was Cadet [redacted] was driving one and I'm under the impression Cadet [redacted] was driving the other. We would get accountability and they organize themselves.

SIB President: Okay. Let me ask this. Were you guys relying on those base vans to transport the cadets all week? Or did you have some other means of moving them around?

Witness: We utilized those vans all week Sir. And they were amazing to get everybody around all over base and stuff.

SIB President: I imagine. Do you have any experience operating or being in Humvees?

Witness: Negative Sir.

SIB President: Okay. Now I'm gonna ask that you recall as best as you can and take us through the events that unfolded on the 24th of June. I don't need everything so let's start with a rough overview of arrival at the range. Then once we get into the point where all the cadets get back to building 66 and started making trips out in the Humvees. I understand if they hadn't driven them, they were offered the opportunity to. If you could go into a little more bit detail there as it led up to the accident.

Witness: Yes sir. So we left base at approximately 0800 that morning. Followed [redacted] to the range. It took about an hour. So we got there and he gave us a quick drive-by tour of—cause the range is pretty extensive—so we got to see all the different targets and things like that. Then we had the opportunity of getting to the tower that was right next to some “soft targets” it looked like? Kind of like bow and arrow targets, it was pretty neat. We had the opportunity to see like 2 or 3 A10's come by and do strafing. We're maybe about 500 yards away. It was outstanding. So we had that opportunity. Then after that—every time the strafing happened—we were all cheering. It was a lot of fun to see that because it was so close. After that we had the opportunity to climb over some decommissioned tanks and stuff like that. They were all over the yard—had them like you know “go sit in them, be careful.” Mr. [redacted] said that they still had some animals around, insects, so be careful what you touch. We were able to get some pictures of the cadets inside tanks and on top of them. It was pretty fun. Then after that he said we were going to go to their office building to look at how they score the different flybys. So we took the van, followed Mr. [redacted] over to that building. When we got out of the vans and we're going inside, Mr. [redacted] said “If you've never driven a Humvee before, you're going to have the opportunity to do that this morning.” Then everyone was like “YEAH!” We're all cheering. The thing I shouted out right then and there was “seatbelts are required.” Because we had been out to the field that morning, I had to go inside and use the restroom real quick. A bunch of folks went inside cause we're gonna—chop in half—where half the cadets were to go inside and see the strafing scoring and how they do that. Then the other half were gonna get a quick familiarization briefing from Mr. [redacted] and Major [redacted]—who had done some operational Humvee work in his job. Just kind of give them safety tips and make sure everyone was comfortable with what they were doing. So I went inside and when I came out, Mr. [redacted] had stated that some cadets already started driving. I was pissed about that. So I had Major [redacted] wait outside when they got back in order to engage those cadets about doing that. But after that Major [redacted] stayed out

there and would give quick safety tips. [redacted] was out there. They were doing the “just in time” emphasis of what they were supposed to be doing. A formal—everybody standing in one room doing a safety briefing—was not done. And I don’t know if it would’ve made any difference but—but I was confident that they were getting the information that they needed. Excuse me. But I did also not—I didn’t do a safety inspection of the seatbelts. One thing—I’m sorry. This is very emotional. I have been doing some journaling from when I went to Mental Health and it’s been helping but—when we first heard about that, we were all cheering. I did a very quick risk assessment about the situation. The trail that they were taking was flat—it was flat road. It was maybe a mile—a mile and a half. We had good visibility. The Humvees looked to be in working order. Obviously mitigation strategy was what I said at the beginning. “Put on that dang seatbelt.” At some point also I heard that the cadets were doing donuts. I engaged Major [redacted] again about that to talk to the cadets and tell them to “knock that crap off.” That more of less we were going to end this journey if they continued being idiots. I heard no more of any kind of inappropriate driving after that. I was also in the process of organizing an A10 static display right after that. It was a treat, they didn’t know about it so it was gonna be a really amazing opportunity for them. Having seen them operate and then be able to climb all over them afterwards. At that point we also had boxed lunches for everybody so I said “y’all we’re gonna be rolling out of here at about 1145 so get to eating and let’s start packing up here shortly.” That was when I went outside--as I’m walking around telling everyone that. That [redacted] came—he was running and collapsed at my feet. He was so out of breath and I heard—I heard “rollover, pinned, [redacted].” Cars, Humvees, everything’s heavy. They had a forklift somewhere but I was like “there’s no way we’re going to get a forklift out there in time.” So I had the cadets, I was like “jump in your cars, let’s go.” They took the vans out there, people jumped in—I think somebody had a Humvee as well. We went out there as soon as we possibly could in order to lift the Humvee off of—off of [redacted]. So we got there. I jumped out and ran to her and I saw her body. She was laying on her back and the top of the Humvee was right across her chest and I ran to her to see if I could feel a pulse. I thought I felt a very low pulse and thankfully one of my cadets was also an EMT. So she came over and said [redacted] “I’m an EMT, do you need me?” I was like “absolutely.” I put [redacted] in charge of—of assessing [redacted] and then initiating CPR with the group. All the cadets came over—we lifted the Humvee—I pulled [redacted] out. We started CPR. Made sure that the CPR folks were not only trained but also current. I had to turn a couple away as liabilities. So there was four of us. I was holding [redacted] hand the whole time. Giving her breathes. Her lungs were collapsed so I was having a hell of a time getting anything in there----

SIB President: Take your time. Take your time.

Witness: [redacted] had came over and he said he had an AED and that he could bring it. We were like “YES bring it! What are we doing here?” Grabbed the AED. We came back, we got that attached. All the meanwhile the other cadets are looking after the other two cadets that were in the Humvee. To make sure that they had water. Once the AED came back, we attached the AED and it went through 5 cycles without ever initiating a shock. I was just holding her head and I was talking to her the whole time and----and I thought sometimes I saw her—her eyes flutter. I thought maybe we were—maybe it was working. So EMT’s showed up. Aerial evac, so a helicopter as well as an ambulance. They then came in with their AED and they took over. We were still asked to continue chest compressions so we all stayed with chest compressions.

After about 30 minutes of us having conducted CPR they—they pronounced her dead. Then I

went and found the other two cadets that were in the car to see what their status was. I initially went over and found _____ in shock. His body was completely shaking. He couldn't breathe. His shoulder looked like it might've been dislocated. But the EMT's were attending to him, giving him an IV. But all vitals looked normal so I was like "okay good." So we go find the other cadet and that

_____ He was in the back of the ambulance. So I open up the back door, the EMT gave me a quick assessment of his vitals that everything was normal. Then asked me what hospital he should go to and so I—I know that they were going to take the individual with the shoulder injury to St. Als in Boise. For _____ —I forgot the name right now, sorry. In Mountain Home there's another hospital there because it's close—if he could go to that one that would be—you know thinking back on that I should have just said for them to go to the same hospital because in the end they ended up going to the same hospital anyways. So they were then taken to the hospital and the other cadets—they were just kind of—they didn't know what to do. So I had asked Major _____ —you know, we needed to get some base support so we could get the cadets out of there. I was going to stay with—stay with _____ until she could be properly collected and to get everybody else out of there. The base opened up their chapel so Major

_____ led the rest of the team to the chapel and at this point I'm kind of losing track of time. But I know that I stayed and the Lead Investigation Officer of the Idaho State Police was there taking pictures and doing everything so I stayed until the coroner came and then we were able to

_____ get her in the back of the vehicle. Then I went back to the office buildings. I can't remember how I got back there, somebody took me. I think that's when OSI had come and I wanted to take the rental vehicle cause that was one of the vehicles that had gone out to _____ location but they said that was part of the investigation area. So they wouldn't let me take it. I got a ride, I don't exactly remember how. I went back to the office building

_____ -then I knew that they were sending the Chaplain out, and Mental Health and The Safety Board is coming out. Just general support for me so that was—that was nice. I was inside the trailer and that's when Colonel _____ and his team had arrived. I don't know if they had been there—I'm not exactly sure if they were there or not. I was sitting—trying to—trying to breathe. That's what I was doing. I was just trying to breathe—cause I had just lost one of our babies.

SIB President: That's a very good recall but I'm going to give you a minute. I'm going to give you a minute to process this.

Witness: I didn't ops check the seatbelts. I could have done that.

SIB President: So one thing that I would have to clarify. It sounds like what you said was that—were any of the Humvees being driven during the range tour?

Witness: No sir. Not that time.

SIB President: Okay so that was all the vehicles that you arrived in and then they didn't start driving the vehicles until they had made it back to the office building for the scoring brief?

Witness: Correct. Yes sir.

SIB President: Alrighty. One final question. The cadet's status as far as active duty or not active duty or anything else. Were you aware of what that was while they were on this Ops Air Force trip?

Witness: Because none of them had completed field training, none of them were contracted yet. So that means—to me—that they're just college students in an AFROTC program. Getting experience and a better understanding of Air Force operations.

SIB President: You did a very good job describing that and answered many of the questions we had. Just one more—I understand that prior to becoming cadre in an ROTC unit, you have a training course done at Air University. Do you recall if “safety” was ever part of that training you received?

Witness: As far as the ITT's concern for the pass course?

SIB President: Yeah I think there's a two to three week course that you have to go through when you get selected to be an ROTC instructor or commander.

Witness: Yes Sir so I do not recall during that course if they discussed safety at all. No Sir.

SIB President: Sergeant do you have any additional questions?

SIO: I do not at this time. I do appreciate you taking your time to tell us your account of everything and this is an unfortunate event. We just hope that once we're done here we can try to find a better way—better ways to maybe prevent a reoccurrence of similar type events from happening in the future. But thank you we just really appreciate you taking this time with us.

Witness: Yeah. Thank you. I will have regrets of that day for the rest of my life. The Ops Air Force—the week that we had with them—it was so kick-ass. Then on the last day—the last day this happens. Um sorry. It was truly an amazing—amazing week and how the cadets pulled together and the base support afterwards was just unbelievable. Everybody was in the chapel and they were you know—holding each other—talking to each other and they were supporting each other. It was so unbelievable to see how this group of strangers—college kids—little “rugrats”—how they came together and became adults so quickly. They were just so supportive and loving and they were taking care of the driver and the passenger. I wanted to ensure that accolades were given to Mountain Home AFB for the amazing support they gave to us during that traumatic event. And how—I—during my Ops Air Force time I was mad that I never got to drive a Humvee and everybody else did. So that was one of the reasons that went into my risk assessment of allowing them to drive it. I just wanted them to have the best time possible and then—I didn't do an ops check of the seatbelts and I wish I would have. Maybe that would have saved But other than that Sir, I don't have anything else.

SIB President: Okay. Sergeant has the closing statement that I mentioned that he'll read now.

SIO: If no one has any further questions, we're going to conclude this interview. Ma'am I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete **all** sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete **all** sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For **Written Statements** complete **all** sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This **must** also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

18 July 2022
(Date)

1. I O-4, AFROTC Det, have been advised by MSgt,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*
a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)
a(n) Humvee Rollover, of the following:
(Equipment & Serial Number)


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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Maj/O-4
Name (Last, First, MI) and Rank/Grade

Duty Title

 Digitally signed by
Date: 2022.07.18 08:54:16 -04'00'

Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a **non-privileged** interview with Maj _____
(Name of Witness)

being conducted on 18 July 2022 at 1300 MST by MSgt _____
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee Rollover that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R11.2. INTERVIEW TRANSCRIPT

Interview with Major 20220718 1300

SIO: This is a non-privilege interview with Major . Being conducted on 18 July, 2022 at approximately 1300 MST by MSgt for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. The promise of confidentiality, has not been extended to you by the investigative board or the board president. Your statement will be releasable to any subsequent investigations of the mishaps such as the accident investigation board or a commander directed investigation. And may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board. Those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: Yes I do.

SIO: Do you understand that a promise of confidentiality, has not been extended to you?

Witness: Yes I understand.

SIO: For the record, would everyone introduce themselves by stating your name, rank and affiliation to the board, starting with the witness.

Witness: I'm Major . I'm the witness to the incident.

Witness ADC: My name is Captain . I am the detailed area defense council. I am located at Holloman AFB, New Mexico.

SIB President: . Colonel. SIB President.

SIO: MSgt . Investigating Officer.

SIB President: Major let's jumped right into these questions. Do you remember when you were first notified that you'd been selected to be a cadre for OPS Air Force?

Witness: I don't recall the specific date Sir. I would probably say "April-ish" timeframe approximately. The TDY was in June so I know that they were late in informing, so it might have actually been May.

SIB President: Have you ever been a cadre before? On these OPS Air Force trips?

Witness: Not on OPS Air Force Sir. I've escorted on other types of ROTC events to include base visits.

SIB President: What type of vehicles were used to transport the cadets to the range that morning?

Witness: The vehicles that were used to transport the cadets, we had two GOV's that were issued by Mountain Home AFB. We also had a rental SUV.

SIB President: Who was driving what? Do you remember?

Witness: I don't recall who the drivers were of the GOV's. They were two cadets. I believe there were a couple cadets in our SUV at the time. Myself and Colonel [REDACTED] in the SUV.

SIB President: Do you have any experience operating Humvees?

Witness: Yes Sir I have some limiting experience. I've used the—during my deployment mostly—I'm usually a passenger sitting on the right side. I've also used them in training during my first assignment. Support to Security Forces.

SIB President: Okay. But you have never had any specific Humvee training—on how to operate them? Or have you?

Witness: Familiarization Sir and I've also been in the "rollover trainer," how to escape. So that familiarization and that, that would be like my formal training.

SIB President: Okay. So are you a Security Forces Officer by--?

Witness: No Sir I'm not. I'm an Acquisitions Officer. My first duty station was procuring for Security Forces so majority of our squadron was Security Forces members. Also about half and half—half acquisitions and half Security Forces.

SIB President: Okay gotcha. I'm going to jump ahead and save the most emotional question for last. Do you know what status the cadets were at the time? As far as active duty or something else?

Witness: I don't believe they're on any status Sir. Some of them may have been contracted, some were not. So essentially they were on travel orders. I don't know the exact status of every single cadet. I'd have to look through these files. They were just on travel orders from my knowledge.

SIB President: Was there any risk management completed prior to arriving at the range that morning? Whether that was documented on paper or discussed between you and Colonel [REDACTED].

Witness: Not specific to the range—I mean throughout the week it was kind of reinforced that "hey when we're at these events, whoever's in charge of that specific area, you need to follow their lead." For example we're on the flight line—The OIC—The Maintenance Officer or The Pilot kept saying what the ROE's were. So typically at each variable event that's who we confer to at each specific event, whoever's leading that specific event. Throughout the week they gotten into the habit of—we show up—here's the officer in charge—you listen to what they say, ROE's. Then we just go from there Sir.

SIB President: Do you recall if there was any type of safety briefing or vehicle training performed before the cadets jumped into the Humvees?

Witness: Sir I vaguely recall that the Range Officer—I believe it was [REDACTED]—did some short familiarization training. Starting a Humvee isn't a natural thing you know. There are things to figure out how to actually get it moving. From my recall, he did go over it briefly with them. Kind of give them ROE's as far as where you can go, where you cannot go. The ROE was essentially between the Range Office and the tower which is—I don't know—a mile and a quarter, a mile and a half of straight line stretched road. Flat surface—easily visible from both the Range Office and the tower. The ROE was you were allowed to go to the tower—turn around and then come back. That was basically—from what I understood—kind of the familiarization and the ROE's that were given to the cadets.

SIB President: Did the cadets get to drive the Humvees—let me back up. So we've heard a lot of different folks tell us how the flow went that morning. I understand that you took a tour of the range and you got to go climb on stuff and what not. I'll ask you to describe your recollection of that here shortly but I understand at one point everybody ended up back at the Range Office and you decided to split into two groups. Cadets were allowed to start driving the Humvees at that point. Were the cadets driving the Humvees at any point before that? Like when you were out touring around on the range? Or did the first driving of Humvees, by cadets, start when you got back to that office building?

Witness: From what I recall it's when we got back to the office building so it wasn't like right away. We had gone to the tower and watch the A10 strafe. Done the "petting zoo" of the boneyard. Kind of climbing around on stuff and then went back to the HQ building at that time when they split into two. Half the group was looking at gun camera footage and target footage inside. It wasn't a large area so we had to split the groups in half and then the other half was essentially just driving on the road. Then they would go ahead and swap after a short period of time.

SIB President: Can you approximate from the time the cadets got to start driving the Humvees, to the point of the accident happening? Any idea how much time passed during that?

Witness: I don't want to say it was very long Sir because I know when the accident happened, that was the last vehicle out and we were getting ready to "pull chalks" to leave. So maybe half an hour maybe—I'm unsure on the actual time but I know that they weren't inside for very long. I know Colonel [redacted]—right before that—we had gotten boxed lunches from the DFAC. We had informed the cadets like "hey it's time to eat your box lunch because we're gonna be pulling chalks and head over to the A10's at the airport/guard base." Because we were able to secure a site visit with them.

SIB President: Okay that's perfect. And then at some point I'm told Colonel [redacted] heard about the cadets driving a little crazy and asked you to get onto them about that. Do you—can you approximate the time of her telling you that? And if you even got the chance to tell the cadets. How much time passed between hearing of the cadets driving crazy and the accident?

Witness: I don't know the exact time. So Colonel [redacted] was with the group on the inside but I stayed outside the whole time. I never went inside to look at the gun cameras cause I've already—my buddy's an A10 pilot so I've seen gun cameras before. I didn't really have any use being inside. I was like "I'll sit out here and just watch." To make sure that the cadets weren't going too crazy. So I think it might have been after that first group. Before everyone swapped, I pulled everyone together and kind of laid it out on the floor. I said again that the ROE's have been put out there by the range officer. You have to drive safely. No messing around.

SIB President: Was that to all of the cadets? Or to just half of them cause half of them were still inside getting scoring brief?

Witness: No Sir that's when we were doing the swap. From what I recall it was the majority, if not, all of the cadets out there. Essentially they were tagging out with the other cadets to go inside—so I would say—I would say the majority, if not all Sir.

SIB President: Okay perfect. Alright so now I'm going to ask you to give us your version of the events that happened that day. Probably starting with arrival at the range and then you can give me the "30,000 foot view" of everything that happened before you arrived at the office building and split up

into two groups. Then I'd ask that you try and get a little more detailed about what happened between the split up and the cadets starting to drive the Humvees—up through the accident part if you will.

Witness: Yes sir. Yes sir. You're going to have to bear with me cause I'm kind of like reliving—reliving it.

SIB President: Yeah I know it's probably not going to be easy so I'll just say we appreciate you doing it now, and take all the time that you need to get through it.

Witness: Yes Sir thank you. So we met with the range safety officer on Mountain Home. With [REDACTED]. We convoyed from Mountain Home through the back gate. Followed him to the range. It was approximately half an hour to 45 minutes of drive time. Met with him there. Kind of gave the ROE's of the range. All of the cadets were out there. Here's what we're going to do. Safety—follow what I say. No acting up or whatever. After that, everyone used the bathroom and then we went to go ahead and proceed up to the Hill. Which was a vantage point over I think it was one of the villages that had been setup. Then he kind of gave us an overview of the range from above. Kind of pointed out where we would be going and where the A10's we're going to be coming from. We then proceeded towards the tower and we stopped at a tank. Looked around the tank for not even two or three minutes. Then we proceeded to the tower from that point from what I recall. Cause we were on a flight schedule right? We had to be at the same place at the specific time. So we all proceeded to the tower. Watch the two A10's from the Idaho Air National Guard come in do a couple runs—do a couple passes. Then they went ahead and departed. We then proceeded to the boneyard for the cadets. Especially climbing on old demilitarized tanks and vehicles that were non-functioning. Took some pictures there and then proceeded back to the HQ building. Then I believe at this time, this is when the cadets were operating the Humvees. Of course we had broken up into two groups at that time. One that went inside to look at gun camera, target footage, and the other was operating outside. So Colonel [REDACTED] had the group that was inside. I had the group that was outside but essentially I was outside the entire time because I never went inside.

SIB President: Okay. Now can we get into the details—the best you can remember—details of what happened from here on out.

Witness: So I was outside. We were literally getting ready to pull chinks and everyone was told to eat—then use the bathroom and such. The majority of the cadets were already back but there was one vehicle that was still out. Sitting outside and then next thing I know there's a cadet running up to the HQ building say that there was an accident. That we needed to get there. So I know myself—I think Colonel [REDACTED] was inside—myself, the ranger officer [REDACTED]. I was the first one to take off and I was the first to arrive on scene. Then I believe it was the range officer second and then the cadets with Colonel [REDACTED] in the other vehicles. So upon scene I saw two cadets you know—crying—essentially. Then the 3rd cadet [REDACTED] was pinned under the vehicle which had rolled over.

SIB President: You said when you arrived there were two cadets there but Cadet [REDACTED] was still back with the rest of the group right? So it was just Cadet [REDACTED] and Cadet—

Witness: Maybe Sir yeah that part—I know there was three in-in-in there. Um but you might be right Sir. But there was three in the vehicle.

SIB President: Okay. I don't necessarily think we need to go into the details in the medical response and all of that.

Witness: Yes sir.

SIB President: How long have you been an ROTC instructor?

Witness: I've been an instructor this time for 4 years. Previously I had been an instructor for 3 years. So 7 total years of my career.

SIB President: I'm told you have to go through a training course at Maxwell in order to do that, is that true?

Witness: Yes Sir I went to—I went to both. When I arrived my second time, they said I could've had a waiver because I've previously attended. But I attended two classes so that'd be two courses.

SIB President: Okay. Do you remember anything—any courses about safety in that training program?

Witness: No Sir I do not recall.

SIB President: I think that you have probably answered all of my questions. Sergeant do you have any others?

SIO: Sir is there anything else you remember pertaining to giving his ROE brief? Is there anything that you can recall from what he told the entire group?

Witness: Not specifics. I know that the entire group was around the Humvees and he had just informed them that they you know—"hey have you guys driven Humvees? If you haven't here's your opportunity to drive it." He briefly over the functionality and of course just general safety. ROE's. You're going from here to there. Drive safely and that's about it. Them being 19/18 year old kids. Some of them were pretty excited and eager to jump in and take off. I believe most of them—if not all of them—got that. When they did return, I made sure to reengage with them and kind of tell them "listen up, make sure you still follow the ROE's. That we're still on this trip, we've been doing this all week. Whoever is our POC at that point is in charge. You need to listen to what they have to say."

SIO: I think that's all I have.

SIB President: Okay yeah I think I've got all my questions answered. I appreciate you for your time.

SIO: If no one has any further questions, we're going to conclude this interview. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R12. MR. INTERVIEW
R12.1. NON-PRIVILEGED STATEMENT

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete **all** sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete **all** sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For **Written Statements** complete **all** sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This **must** also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

20 July 2022
(Date)

1. I GS-12, LGRM, have been advised by MSgt,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Humvee Rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

GS-12
Name (Last, First, MI) and Rank/Grade

Duty Title

Digitally signed by
Date: 2022.07.20 11:12:26 -06'00'

Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a **non-privileged** interview with _____
(Name of Witness)

being conducted on 20 July 2022 at 0900 MST by MSgt
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee Rollover that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R12.2. INTERVIEW TRANSCRIPT

Interview with Mr. 20220720 0900

SIO: This is a non-privilege interview with Mr. . Being conducted on 20 July, 2022 at 0900 MST by MSgt for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. The promise of confidentiality, has not been extended to you by the investigative board or the board president. Your statement will be releasable to any subsequent investigations of the mishaps such as the accident investigation board or a commander directed investigation. And may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board. Those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: I do.

SIO: Do you understand that a promise of confidentiality, has not been extended to you?

Witness: I do.

SIO: For the record, would everyone introduce themselves by stating your name, rank and affiliation to the board, starting with the witness.

Witness: My name is . I am a GS-12. I am the Material Management Flight Chief for the 366th Logistics Readiness Squadron.

SIB President: Colonel . SIB President.

SIO: MSgt . Investigating Officer.

SIB President: Alright Mr. can you start off by explaining the process for how customers would go about acquiring equipment from the Defense Logistics Agency?

Witness: I can. Any equipment type items needing to be requested from DLADS—they would go through our go-to—the LRS—they would come to our Logistics Management Section. First we got to check and make sure that they are authorized to have that equipment. If an authorization does exist, then we could go forward from there. If it does not exist then they would have to submit uh--601's—to become authorized to maintain such equipment.

SIB President: Okay. And you said "if they are authorized, then they fill out the 601?" Or was it if they were not authorized?

Witness: If they have an authorization and the authorization is not full at the time—meaning if you are authorized 10 and you only have 5, you still have an authorization of 5—then we could pursue forward and withdraw something—equipment type items—from DLADS. However if they don't have an authorization or they've met their authorization, then we would have to put in a 601 requesting additional or requesting an initial authorization to be able to maintain equipment.

SIB President: And what is the “601?” Is that an Air Force Form 601?

Witness: An Air Force Form 601. “Request for Equipment Authorization.”

SIB President: Are operable vehicles ever considered equipment? Or are they always considered vehicles?

Witness: They are considered vehicles. Per—I’ve got a couple of regulations in front of me. AFI 23-122 dated 27 October 2020. “Any vehicle, equipment, asset withdrawals”—this is from DLADS—“must be coordinated with the MAJCOM Vehicle Management Staff in accordance with 24-302.” I’ve got a copy of 24-302 and it talks about VSCOS has to approve any vehicles that are withdrawn from DLADS. Also I’ve got a copy of AFI 23-101 ACC Supp. Dated 28 May 2021. It states “Equipment Accountability Element or LGRMCE. EAE serves as the base equipment review and authorization activity and manages all base level equipment items, with the exception of vehicles. Vehicles are excluded from this guidance and are contained in AFI 24-302.” Which is a vehicle maintenance regulation. That clearly defines that all the vehicles and governance of those vehicles will go through VSCOS and through vehicle management.

SIB President: Is that—by chance—a copy for us to keep?

Witness: That is your copy and I did make a couple of highlights of the stuff I just read to you.

SIB President: Appreciate that. Thank you sir. Are you aware of any units operating vehicles here that are categorized as equipment? It sounds like maybe you just described that that can’t be the case. Maybe I can phrase that a little better. We believe some units on this base are using vehicles but categorizing them as equipment. Are you aware of that?

Witness: I am not aware of that. However, I am aware that there are a few vehicles on this base without authorization that were withdrawn from DLADS. Or came from some outside agency.

SIB President: Does that concern you?

Witness: Absolutely. Safety. 100% because here’s the problem with the vehicles. When a vehicle is withdrawn or is taken out of service. When a vehicle is taken out of service within the United States Inventory—the United States Air Force Inventory—and sent somewhere like DLADS, if it’s withdrawn without special permission, it is not classified as a vehicle. If it’s not given approval from VSCOS, then no one on the base has to do any maintenance on it. If you have a vehicle and no maintenance is performed on that vehicle—would we trust our own vehicles to just drive em and drive em and drive em and never perform any maintenance on them? That’s where your safety risk comes into play. Yes that is a concern. As a logistician—whether you’re running the supply portion like me or the transportation or vehicle portion or POL portion—when you’re a career logistician, all of this ties in and is important. If you forget about safety of the populous that’s using those vehicles—not only does it become a safety factor or risk for the individuals using the vehicles. It’s for the unit. It’s for anybody else that’s on the road. Anybody that could be in the vehicle. For the general population. Yeah absolutely it poses a safety risk in my eyes.

SIB President: You’ve used the term VSCOS a couple of times. I assume that’s an acronym. Can you define that for me?

Witness: Vehicle Supply Chain Operation Squadron. They are basically the command or work hand-in-hand with the command to provide oversight for all vehicles within ACC or within the USAF.

SIB President: Perfect. Do you have appointed material management representatives or monitors at the squadron level? Or even below that?

Witness: We do. I'm still trying to understand how the question is being phrased—

SIB President: So clearly you're an expert on the requirements on vehicles and equipment. But is there any of that expertise embedded within the squadrons throughout the 366th Wing here?

Witness: Okay. Within—we have 2S0X1's—which are supply career field. We have people embedded with maintenance units i.e. with the 389th Fighter Generation Squadron, the 391st Fight Generation Squadron, Munitions Squadron, Maintenance Squadron and we have a tenet unit which is the 726th Air Control Squadron. There are five 2S0's within that squadron. Outside of that, the rest of the squadrons—there are no 2S0's or supply experts—embedded within those squadrons. However we have an equipment management section that goes out once a year that does organizational visits with each unit. In fact I sign the org visits and so does the Squadron Commander and they're sent back to the unit's specific commander once a year. I can tell you now—in the org visits I've seen—they're looking at their supply counts and stuff like that. In no way are they looking at anything like vehicles because vehicles are not within our realm of responsibility within supply. That would fall to vehicle management which is—since we went into DPASS all vehicles—vehicles used to be managed through supply. Several years ago vehicles went into DPASS and switched over to total control of vehicle maintenance and fallen under VSCOS. So they're the only ones that handle vehicles.

SIB President: So then it seems safe to assume that the OSS here—the Operational Support Squadron—would not have a material management rep assigned to them?

Witness: Yes sir that is correct.

SIB President: Okay alright. Do you happen to have the—would you be able to look through records and see if you have visited the OSS? When the last time that was? For one of these annual visits you said that were conducted with the units. If so, give us any kind of reports or recommendations or notes—whatever was covered in that visit? It doesn't really sound like an inspection per say but more of a “we're here to help?”

Witness: It's an inspection for supply type commodities. It's our equipment management section and they go out and what they're doing is they're inspecting equipment okay? Equipment items being like—all equipment falls under our guidance—and also it is tax-payer dollars. So when something is tax-payer dollars, our equipment management section has to make sure once a year that we'll be good stewards of tax-paying dollars. So they go and they do the inspection. They do a 10% of any equipment that is within the unit okay? They check and make sure all the records are up-to-date. Custodians are current, as appointed by the commanders and things along that line. If there are no findings—I sign them, send them back to the Squadron Commander saying we did your inspection. You're good to go. If there is a finding—we had one this morning—I will take that and send that to the Squadron Commander. He sends it back to his fellow Squadron Commander. They have 30 days to answer that and they go from there. One thing to remember--yes I can provide any records on anything we've done for OSS. OSS has a multitude of equipment accounts. However—just to let you know up front—there will be nothing with

vehicles in there. Because vehicles fall under vehicle management. But absolutely I'll provide anything you need.

SIB President: Okay. I'll narrow down what we're really looking for. If there have been any inspections on the OSS Range because the OSS owns the bombing range. That's what we're looking at. Any sections outside of that, we really don't need the information. If you guys have never been out to the range to inspect for equipment, that's one thing we'd like to know. If you guys have, then we'd certainly like to know the findings for that.

Witness: We do go to the range. They have to plan that, coordinate that. I'm not sure the last time they've been to the range but yes. I will go back to the office—assimilate that data and can email/provide it to you. No worries.

SIB President: Awesome okay. Sergeant [redacted] do you have any others?

SIO: I do. Do you happen to know who the equipment custodian is for OSS Range?

Witness: I do not. I can—when I bring you this data—I can surely find you that. You need the equipment custodian for the range.

SIO: Yes sir. You did mention earlier that you are aware that there is—it seems that there some units that might have—might have pulled out vehicles without authorizations? Or equipment with authorizations—

Witness: Yes.

SIO: Can you elaborate on that a little bit? On who you might be referring to.

Witness: Okay. Okay. Just to let you all know going in—my weight lifting partner is Mr. [redacted]. I know that Mr. [redacted] is the [redacted] for vehicles and he and I talk vehicles and other logistical stuff often. And I'm aware--through conversations—that I know there's a MRAP on base. Belonging to EOD which is CE. I know there is a Humvee for 366 Security Forces. I believe there's a Sedan, a car or something that they also have. I think they take that Humvee off base to the range—to the shooting range—something along those lines. I think somebody said something about the Hospital having a Humvee—that's like an ambulance—type thing. Where they came from, I don't know. They're not equipment accounts. They are not—they are not certified vehicles in our Air Force Inventory. That's as far as I can go with that. Now, there is one more. 366 LRS has a Humvee and it is a Humvee that is non-operational and it was withdrawn—it is for training purposes only—used for rollover, they flip it over and they practice turning it back up the right. Actually recovering the vehicle if it were actually in an accident, something along those lines. So that is the only one that—I would say If I was asked, I would say that it is justified as needed because it is a training aid. But all of these others that I've previously mentioned—to the best of knowledge—are operational and being used across roadways. That--to me--poses a safety risk.

SIO: Can you recall if the range has ever completed—or attempted—to submit a 601? For authorization requests recently or in the past couple of years?

Witness: Equipment request yes. Are you asking for equipment or are you asking for vehicles?

SIO: Well specifically we're looking at the vehicle. If they ever submitted the request to you guys for a vehicle?

Witness: I will check on that but I can tell you in the last 4 or 5 years, all vehicles have fallen under vehicle management. So we wouldn't have any records past there however, I've got one individual who's been her for 9 or 10 years. She might be able to answer that question. So I will go back and get that answer for you.

SIO: Thank you. So we're trying to learn the process of DLA. In acquiring either equipment through DLA or a vehicle through DLA. We do know that there is a specific process that has to be accomplished. Supposed to be. Do you see any gaps or any way that a customer still can acquire a piece of equipment or a vehicle without having to go through you or vehicle management? Or is the process pretty defined?

Witness: It is defined. There is a process of how and what you have to go through to withdraw stuff from DLADS. Is it a perfect process? I would say from what I'm seeing here—absolutely not. However, I cannot provide any information of how someone would go about pulling something out of DLA, without having it recorded through the proper channels. Has it happened? Obviously it has, I can see it here but I have no idea how that would happen. None at all.

SIO: Alright. One last question. Does DLA ever communicate with any kind of receipts, or any kind of verification whenever they deliver either vehicles or equipment to your guy's office? Say something was authorized or whatever the case is—do they ever communicate with your office?

Witness: Okay so two things. We turn in stuff to DLADS on a monthly basis okay. We get the stuff ready. We order the trucks, they send representatives out. DLA used to be DLA Distribution Service—our service center—used to be at Hill. It is now at Lewis-McCord. So we order the trucks, trucks come down, we place the items on the truck. The driver will sign something for us saying he's accepting these items. It goes from there and we'll get something back from DLADS saying "yes we've received these assets." Then we can clear them off our item records saying we no longer have possession of these. These have been turned over—to close the lip on that. If something is withdrawn, it is the custodian's responsibility to let us know that something has been withdrawn. I will see if I can find a reference but it is the custodian's responsibility to let us know something's been withdrawn. They've got so many days. Then we'll pick it up and put it back on the equipment list. Okay so I will go back and retrieve that data.

SIO: I think that was it that I had. If no one has any further questions, we're going to conclude this interview. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Witness: Thank you.

R13.1. NON-PRIVILEGED STATEMENT

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION**Instructions:**

For **Recorded Interviews** complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. Read the **Part III** script into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For **Written Statements** complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

7 July 2022
(Date)

I, Cpl. J.C.F.W., have been advised by Col
(Name, Grade, Organization, of Witness) (Name of Investigator)

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Hummel rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Name (Last, First, MI) and Rank/Grade

Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a **non-privileged** interview with Mr. _____
(Name of Witness)

being conducted on 7 July 2022 by Col _____
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 Jun 22.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

Non-Privileged Witness 20200813

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

R-114

R13.2. INTERVIEW TRANSCRIPT

Interview with Mr.

20220707 1428

SIB President: This is a non-privilege interview with Mr. _____ being conducted on 7 July, 2022 by Colonel _____ for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation's being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you by the investigating officer or the board president. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a command directed investigation and may be released to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by the safety investigation board, those other investigations and releases may be used for any purpose, not just mishap preventions. Do you understand these conditions I just explained?

Witness: I do.

SIB President: Do you understand that a promise of confidentiality has not been extended to you?

Witness: I do.

SIB President: And for the record would everyone present introduce themselves by stating your name, rank and affiliation to the board starting with the witness.

Witness: _____ —366 Fighter Wing.

SIB President: Colonel _____, SIB President.

SIO: MSgt _____ . SIB Investigating Officer.

SIB President: Alright Mr. _____ First question we have for you today. Are cadets--I should quantify this—Are RTOC Cadet visits normally coordinated through the wing safety office?

Witness: No. We have a very—we do have oversight for visiting units but most of the time they're flying units that we have most of our oversight to. In my fifteen years or sixteen years here roughly, I've never seen the safety office coordinated on a ROTC event.

SIB President: Okay. And when you talk about the normally flying units, you're just talking about like units coming TDY for training?

Witness: TDY yes. Yep for different exercises that we do here and things like that.

SIB President: Okay. So obviously ROTC would NOT be included in that group.

Witness: Correct Sir.

SIB President: Okay. Alright, was THIS cadet visit coordinated through the Wing Safety Office?

Witness: It was not.

SIB President: Okay. Then can we get a copy of previous OSS inspection reports? Specifically we're looking for range inspections—if those are different than OSS, in general. The type of inspections we're interested in getting, copies of the range inspections.

Witness: You betcha. So there's a couple different types and MSgt—is it— ? I'm sorry.

SIO: Yes sir.

Witness: Hey, just for your SA. All of our inspections, everything is loaded into AFSAS and they can be searched but I could provide those to you as well. So the OSS range inspection—you should be able to find it in there but if not, I will actually send you a copy of it in AFSAS. And it should be in there for the last three years. I believe. Now there's a couple different aspects with the range. You may know this or you may not—so I just want to give you kind of a little aspect of what it is. So we have the OSS range kay—and there's—I think—I believe two civilians—there's a lot of contractors involved in that as well. But we also have the 266 Range kay. The 266 RANS is a guard unit kay. And they're taken care of by Gowen Field up in Boise, Idaho so anything that pertains to—most of its—I understand most of the stuff you're looking at is mainly OSS. But I just wanted to give you a heads up that there is a 266 RANS that is assigned to Gowen Field that if you need some information on them as well, you would have to contact MSgt . at Gowen Field.

SIB President: Okay. What does "RANS" stand for again?

Witness: Range Squadron.

SIB President: Just Range Squadron okay.

Witness: Yes Range Squadron.

SIB President: Perfect, Okay. So two aspects I copied down the OSS piece and then the 266 RANS.

Witness: Yes.

SIB President: Copy. Okay. Those are the only questions that I have. Sergeant do you have any additional now that we have heard from Mr. here?

SIO: I did have question when it comes to risk management in general. When you do have these exercises and visits that come through the base all the time. Does your office find it challenging to be included in the coordination for visits, such as this or larger ones?

Witness: So two aspects to that. So on the flying unit side, no. We're included one hundred percent. So let's say we have F22 raptors that are coming here for an exercise kay. For example. We get emails from our XP—that basically says "hey this is when they're coming—this is what they're doing" and then we're thoroughly involved with that process—on all three, the occupational, the flight and the weapon side of the house. For something like this—with ROTC—immersion—anything that generally happens on the range—I'll tell ya—because we get Army Rangers that end up going down there. We get ASOS. We get all kinds of stuff that end up going down there. It's a strange animal. It-it really is. Sometimes I've never been coordinated on anything that happens out on the range, with regards to that aspect of somebody actually going out there and conducting some type of operations other than flying. And some of it I don't if it runs through the 266 RANS. I don't know if it just goes through the OSS range manager but the long story short on that Master Sergeant. Flying units yes. Anything that is gonna come here on this

installation--on the flight line--we're coordinated one hundred percent. Everything else—uh—mostly concerning the range squadron. I've never seen coordination come through the Wing Safety Office for something that happens out there.

SIO:

Witness:

SIO:

Witness:

SIO:

Witness:

SIO: What do you guys usually—just the big rocks—what do you guys typically look for? In general—

Witness: It depends on what it is. Yeah it depends on. It is Master Sergeant so—if we have you know—we have the UTV's on base kay. I understand that that's not necessarily a special purpose vehicle but we have a lot of those on base so—the big rocks that we're looking at is one does require licensing. Does require any specific licensing like a Humvee. They require specific licensing. Now two---if it doesn't require specific licensing—do they have training? And one, do they have training and do they have an accurate lesson plan and is everyone signed off on that lesson plan? And has everybody been accurately trained on that piece of equipment? So you know—we use 91-207 and you know 91-202 for all our guidance in accordance with that stuff. But yeah that's the big rocks. I don't know if that answers your question, does that makes sense though?

SIO: Absolutely, yes. I think that's all I have Sir. I appreciate you answering the questions.

SIB President: Yeah, absolutely. Okay, I don't have any further questions. So let me just read you this conclusion statement here. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Witness: Absolutely.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

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I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

19 Jul 2022

(Date)

I, _____, have been advised by MSgt,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Humvee rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

WS-13
Name (Last, First, MI) and Rank/Grade

II. WITNESS CONTACT INFORMATION

Non-Privileged Witness 20220217

HMMWV, S/N 157874, 24 JUNE 2022

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III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with _____
(Name of Witness)

being conducted on Tuesday, 19 July 2022, 1000 MST by MSgt _____
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee rollover that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20220217

HMMWV, S/N 157874, 24 JUNE 2022

R-122

R14.2. INTERVIEW TRANSCRIPT

Interview with _____ 20220719 1000

SIO: This is a non-privilege interview with _____ Being conducted on 19 July, 2022 at approximately 1000 MST by MSgt _____ for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. The promise of confidentiality, has not been extended to you by the investigative board or the board president. Your statement will be releasable to any subsequent investigations of the mishaps such as the accident investigation board or a commander directed investigation. And may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board. Those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: I do.

SIO: Do you understand that a promise of confidentiality, has not been extended to you?

Witness: I understand.

SIO: For the record, would everyone introduce themselves by stating your name, rank and affiliation to the board, starting with the witness.

Witness: My name's _____ . I'm a WS-13 and I'm here at Mountain Home AFB.

SIB President: _____ . Colonel. SIB President.

SIO: MSgt _____ . Investigating Officer.

SIB President: Can you start off by explaining the process for customers to acquire vehicles from the Defense Logistics Agency?

Witness: As we know it—as our process—customers should not be able to procure vehicles from the Defense Logistics Agency. If there was a special need, they are supposed to come through us and we'd get MAJCOM or what we call VSCOS—which is the Vehicle Support Chain Operations Squadron--for approval. I've printed out some references and did a little bit of further research. Our AFI that governs how we do business is AFI 24-302. The 2012 version stated this—and there's an update to that and I'll clarify why I'm going in—in 2012 it says "Withdrawing Vehicles from DLADS. MAJCOM Vehicle Management Staff's must approve vehicles being withdrawn from DLADS to be placed in Air Force Inventory. Vehicle management must certify that the vehicle is economically repairable and warrants withdraw action. Vehicles previously loaded in the Air Force Inventory—meaning it had an Air Force registration number and we were responsible for maintaining it—can be withdrawn for use for Air Force training courses, as a vehicle management training aid for a non-over-the-road use with approval from MAJCOM Vehicle Management Staff. So the only way we're allowed—in the past till 2020—for anybody

to withdraw a vehicle from DLADS was to come through us through MAJCOM and it had to be used as a training aid or a static display. That's it.

SIB President: Can you explain to us what "non-over-the-road use" means?

Witness: Means just as a training aid. You're not allowed to drive them.

SIB President: Okay not even? Not period.

Witness: No. That brings me to my example. You see that Humvee sitting next to those bleachers over there? Back probably around the 2013 timeframe—deployment and distribution flight within LRS—they were hot and heavy into convoys and stuff with *Iraqi Freedom* and Afghanistan still. It might even be longer ago than that. They went and withdrew that—they talked to us and withdrew it from DLADS. It got approved and immediately when it was brought here—the fluids were drained. The battery was removed. Any capability making it drivable was removed and they use it as a training aid to teach recovery. The vehicle was rolled, they roll it over with a forklift and then they'll train their trainees how to bring it upright and put it on a racker. That's solely how it's been used. That's why it looks like a hunk of junk sitting over there. So that type of thing or if we needed a training class and the only type of vehicle that we were able to learn on had been sent to DRMO, we could pull that out. Have our training class and then turn it back in. But if it was a drivability or something like that, we're not allowed to do that at all. Then in 2020 it updated and under 2.36 of the Feb 2020 version of 302 it states that under "Prohibited Vehicle Management Activities," "the following vehicles should not be serviced, repaired, garage, stored or any way." And number 3 is "vehicles disposed of through DLA." I have two copies of this if you guys want.

SIO: So not in any way at all? Not even for training?

Witness: Well they still can be for training cause when you go—but we can't work on them. So if somebody did it right? It won't start all of a sudden—we can't work on it because the Air Force already deemed it uneconomically unrepairable and it's gone to DLADS. Easier way do it is it's against Fiscal Law to spend money on something that's already been deemed uneconomically unrepairable. Again a couple of the AFI's and TO's I did a reference on—it says. This is TO 36-1-191 and it stated 4 December 2020—it said vehicles withdrawn from DRMO, you don't assign replacement codes because they're not going back into the inventory. You're not maintaining them. They've already established that in the AFI that you're not going to work on them anymore. It says that they can be issued as training mock-ups. That's what it says right here. Says "Do not assign replacement codes for vehicles withdrawn from DLADS and issued as training mocks." But because the update to 302 changed and removed that verbiage that I read to you initially. I did some more research and it follows under material management now. So in order for anybody—according to a current guidance, which is AFI 23-122 dated 27 October 2020—says "prior to withdrawing any equipment items such as vehicles out—you have to have MAJCOM Vehicle Management Approval."

SIB President: I suspect that the training mock up that you just referenced would not include a drivable vehicle correct?

Witness: Right. It all boils down to drivable assets. Cause here's what happens right. Once we'd send it to DLADS, you've already heard that the AFI states we're not allowed to maintain them. So who's maintaining them and who's ensuring the serviceability, who's ensuring the safety of the asset? I

believe—even the Army stuff they cut the seatbelts out—everything. I’m not 100% sure but that’s what I’m told. So we wouldn’t be operating vehicles without safety restraints or anything like that. I did print these out for reference if you guys would like them.

SIB President: Very helpful thank you.

Witness: I know with Humvee’s there was a service bulletin back in the day—it’s been a minute—this is 19 and it talks about safety. All the problems. I can have my guys do a little bit more research because I think that they looked at this one and it has the ones that said “at this point they weren’t experiencing the tire cracking”. Cause there’s been blowouts historically. At one point we had to replace—I would say 90% of all Humvee tires in the military. Or at least in the Air Force cause over 5 years old they were cracking.

SIB President: If a unit was to purchase a vehicle from DLA, what are they required to do with you?

Witness: They are to notify us right? We coordinate with the MAJCOM okay. And 99.9% of the times there will be a definite disapproval because they have to be authorized it. It would be on what we call a “Master Vehicle Record.” We manage that master vehicle record so if a unit says “I want a Humvee, I need a Humvee.” First thing we’ll do is we’ll look on their master vehicle record—are they authorized it? If so is it filled or is it vacant? If it’s vacant then do we have one due in? We have all that data. It gets update monthly. And if the answer is no to any of those, the answer is going to be no. That they can’t get a Humvee out of DLADS. More so because if it’s a prior military Humvee—it’s already been to DRMO—I’m already forbidden from maintaining it. So we’re not going to agree to allow you to take it out and the no one is ensuring the safety and serviceability of it. Let alone not being authorized it. Security Forces has done that in the past. Where they wanted to get a Humvee and they used the training guys with us—again it was back in the day when the deployments were hot and heavy and we actually got on the phone with their training folks down in Texas and asked the question—the controller, deployments, and everything—if you task a unit for a security forces guy say to go to the desert or wherever it happens to be and they have a requirement to have some specific Humvee training that isn’t available at the base. How do you meet that requirement? Then they told us that they would send the individuals—for that training—en-route before they get to their destination. Standard operating procedure. So in my time here I have never one—I’ve been approached by a few organizations—their answers have been no. I’ve been here since 98’. The answer from us to them is no.

SIB President: Must all DLA parked vehicles be tracked by LRS? And if so how?

Witness: According to the AFI—the reference it might not be in this one—if on that unbelievably rare occasion .1% that they get it approved as a non-vehicle training aid—then it should have to be on an organizational equipment account. What we used to call an R15. What is now called the MVR is called the R14 which is a standard equipment account.

SIB President: And that organizational equipment account is some that you guys—

Witness: We do not. We don’t—as in Vehicle Management. The unit equipment monitor will have to get with material management in LRS and have that asset added to their organizational equipment account. I don’t know what their part is in doing the research to find out if they’re authorized for something like that. Does that make sense?

SIB President: It does.

Witness: I do have a few concerns about some assets I've saw around the wing if we're open for that as well.

SIB President: So our investigation is strictly related to the Humvee you have in the shed out here.

Witness: Well it's a safety incident that could potentially happen again?

SIO: What we can do is—help you get your concerns to the safety office so that they can accurately work those safety concerns in conjunction with us. So we could run parallel. So your concerns still could be addressed at the same time.

Witness: Sounds good. That makes sense.

SIO: So you mentioned all this was talking about a vehicle that was in DLA—if a customer wanted to bring the vehicle back to be inserted in the inventory then you went into the whole process of how it's extremely unlikely because it has to meet all these requirements and most of the time it is not going to happen. If it does go to DLA and they do acquire a vehicle that's not going to be reinserted into the inventory and it's used as equipment you mentioned that they would have to get with their equipment monitor and have it added to the R15 account for that.

Witness: Right and that's material management and they don't really have an expertise on vehicles. So they wouldn't know if it were authorized and I'm sure if you ask them—any of them over there—if they know what a “table of allowance” is, you'll get a blank stare.

SIO: How would a customer—in your opinion—know what they need to do to acquire something from DRMO, for instance a Humvee, that's not going to be added to the vehicle program? How would they know what to do or who they need to get to?

Witness: Well any POC for each organization has a VCO. We train them on basically what the program is and how do we manage our vehicles. What they need to do and if they have any—absolutely any vehicle related questions—that they need to come to this office. Well my folks that work for me. Each time that I was going to raise a question about my concern at those individuals—either before or after the fact—when the VCO's said “hey where did we get that asset?” They'd came to this office asking about it. So that's how we found out.

SIO: When did that happen?

Witness: It's been years.

SIO: So their VCO knew about the vehicle?

Witness: And we're not talking about this specific vehicle we're talking about other ones.

SIO: From the range you're talking about? Or in general from the wing?

Witness: Well it's come from the range pretty much---2 of the vehicles of the 3 that I have concern about—I call them vehicles but they're not vehicles. They used to be vehicles. That I'm concerned about came from the range.

SIO: I think we should listen to more of your concerns.

Witness: This has been several VCO's ago but two—possibly three organizations have had vehicles. One I believe came—they admitted to pulling out a DLADS and conferring with us at all and that was CE EOD. They have an actual MRAP that no one is authorized on base to have. They had it parked right over here and I saw it one day going home. I questioned them about it and they said pulled it out of DRMO or DLADS. They didn't coordinate anything with us. It's driven out to the range on base. I warned them, their whole section and there was a Captain as well. That this is not authorized and heaven-forbid--there's no maintenance records on it now since it's been to DRMO. Or any inspections done, nothing. So heaven-forbid something should happen.

SIO: And they still currently have it?

Witness: Oh yes. Security Forces has a Humvee. They've had it the longest that I'm aware of. It's been multiple years and they've been through multiple VCO's. I cannot attest to their newest one whether he's been briefed about not being authorized to have it. But they told us the same thing. That they only use it out on their range off base. It doesn't go anywhere, it's only for extraction and ingress/egress. But I've seen it several places throughout the base and never once have our guys got a record call to move it. So it's getting driven. They also actually bought commercially—I don't know where they got it from, a wrecking yard—they bought a downtown Ford Escape as well. That is not an Air Force asset.

SIO: What unit bought it?

Witness: This is still security forces. It's a Ford Escape. Then they brought it to us and wanted us to inspect it and find everything wrong with it—and this was a few years ago. I said "No, we're not touching it. We're not allowed to touch it. It's commercial. It's against the AFI." We recommend that you drain the fluids, disconnect the battery, and make it un-drivable. If they ever did that or not, I do not know. And the last asset is that one. We were just notified the other day that it's sitting out at the hospital.

SIB President: Another Humvee huh?

Witness: Yes and that's not an Air Force asset.

SIB President: And are you aware of that one being driven?

Witness: I was not. I just found out about this yesterday. When bad things happen, it spurs a lot of questions and a lot of talk. Currently that picture was taken yesterday out at the back of the hospital. I don't know the particulars—if they just borrowed it from the Army or something? I've seen that before but it has not Air Force or Army markings.

You are not authorized that. You need to get rid of it. Then I walk out of the door and it goes right out the ear. I don't want anyone getting hurt because no one's maintaining them.

SIB President: Okay yeah that—that's helpful. What else you got?

Witness: I can get the guy who did the estimate on that one if you'd like?

SIO: We'll finish this one completely then we'll do that. I think that's it for right. You definitely gave us a lot of information. Which is good. We came to you because we wanted to understand everything better. So that we can try to connect dots and like you said—you brought up some concerns that are similar or related. So we definitely want to include that and figure out how to close any gaps in this.

Witness: Me too. I was literally shocked when I looked at the 2020 version of our AFI and they dropped that precise verbiage out that used to be in the 2012 AFI. I mean they tried to close the loop with the current version out of the Material Management AFI too so.

SIO: Material Management. Who's a good POC we could talk to?

Witness: Mr.

SIO: I think that is it for that one. If no one has any further questions, we're going to conclude this interview. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Witness: No worries. I've been doing this job—or some form of it--since 1980 is when I came in as a mechanic and I earned my way up to this position. But I've been doing this job for over 22 years.

SIB President: Yeah so you probably know a little bit.

Witness: Haha and the answer for pulling vehicles out of DRMO has always been no. Always. I have never—I can't recall other than that one.

SIB President: Because they had a valid use and they were going to use it the right way.

Witness: Right and the scary thing now is even if the people that have those assets of concern that I talked about thought they were valid—that's the old training. We're not doing the war anymore. There's really no reason to have it, it's all about pure adversaries now so I don't know. I'm always concerned about that.

**R15. LT COL INTERVIEW
R15.1. NON-PRIVILEGED STATEMENT**

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For **Written Statements** complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This **must** also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

11 July 2022
(Date)

I, I. _____ have been advised by Col.
(Name, Grade, Organization, of Witness) (Name of Investigator)

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 22 involving
(Mishap Date)

a(n) Humvee rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Lt Col / O-5
Name (Last, First, MI) and Rank/Grade

Duty Title

Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Lt Col _____
(Name of Witness)

being conducted on 11 July 2022 by Col _____
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

-- Conduct the Interview --
(Questions asked and answered)

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

R-132

R15.2. INTERVIEW TRANSCRIPT

**R16. CAPT INTERVIEW
R16.1. NON-PRIVILEGED STATEMENT**

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For Written Statements complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

Non-Privileged Witness 20200813

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

8 July 2022
(Date)

1. I, D-3, have been advised by Col.
(Name, Grade, Organization, of Witness) (Name of Investigator)
a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)
a(n) Hummee rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Capt
Name (Last, First, MI) and Rank/Grade

Date Title

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Capt _____
(Name of Witness)

being conducted on 8 July 2022 by Col _____
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Hmmwv that occurred on 24 June 2022
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***– Conduct the Interview –
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

R16.2. INTERVIEW TRANSCRIPT

Interview with Captain

20220708 1605

SIB President: This is a non-privilege interview with Captain _____ being conducted on 8 July, 2022 by Colonel _____ for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee that occurred on 24 June, 2022. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you by the investigating officer or board president. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a commander directed investigation and may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board, those other investigations and releases may be used for any purpose, not just mishap preventions. Do you understand these conditions I just explained?

Witness: Yes sir.

SIB President: Do you understand that a promise of confidentiality has not been extended to you?

Witness: Yes sir.

SIB President: And for the record would everyone present introduce yourself by stating your name, rank and affiliation with the board, starting with the witness.

Witness: _____ . O-3 Captain. Flight surgeon for Mountain Home Air Force Base.

SIB President: Colonel _____ , SIB President.

SIB Advisor: _____ . GS-13. AFSEC Representative. Board safety advisor.

SIB President: Perfect. Okay so first bit here. Can you describe your involvement in the events relating to the mishap?

Witness: Yes sir. So I'll give you a brief timeline. So I was called around 1750, the night of the mishap, 24 June—by Doctor _____ , our SGH of the Med Group. She filled me in on the circumstances regarding the mishap as best she could and then I was directed to call the Med Group Commander—Colonel _____ . Who I subsequently did about five minutes later. At that time as well, the other flight doctor—we have two flight surgeons on base—Dr. _____ also was contacted by Dr. _____ and filled in the situation. By 1810 that evening, Dr. _____ and I arrived to our med group. The question at that time from Dr. _____ and Colonel _____ was what was our capabilities to do toxicology and 72-hour history? Essentially what information could we get, like at aircraft mishap regarding this Humvee mishap. Just more of our capabilities. Is that something that could possibly be done? So that's when Dr. _____ and I decided to head to the med group and we started calling our various technicians. Our lab on-tech call, our flight med tech on call, patient admin on call, just to start getting our "ducks in a row." In case they were needed, but we did not formally start anything until we had Colonel _____ approval and he had not given me that on our prior phone call. Continuing we hung out at the med group for a couple more minutes. We called Dr. _____ two more times--in about a thirty minute period—just trying to get more information as more information was available to us as

well. Conflicts—you know—there was a—cause these were cadets--what was our jurisdiction? A lot of questions such as that came up. What medically could we do for these patients, and what legally could we do as well? Around—a little before 1900. Dr. [redacted] and I decided it would just be easier to just go and speak with Colonel [redacted] directly. So we went to track them down. We first went to the command post but they had moved to the chapel by that time so—shortly after 7pm we had arrived at the chapel and just started communicating directly with Colonel [redacted] himself, in person. Colonel [redacted] was there as well. As well as OSI, disasters, psychiatry team were there. So we just started sharing what we could and couldn't do. The process of obtaining the 72-hour histories and the toxicology screenings. At that time, Colonel [redacted] and Colonel [redacted] were—took a lot of phone calls from other authorities. I was getting calls from the—I believe it was the AETC. I'm sorry. It was Colonel [redacted] with mortuary affairs here on base and then the AETC mortuary affairs officer. And they directed me to some AFI's but overall they said it was not really in their realm to perform an autopsy on the deceased member unfortunately. So I actually gave my cell phone to Colonel [redacted], to speak to Colonel [redacted] directly and try to iron that out. And after the two Colonel to Colonel conversations. They decided they did not have the authority to proceed with an autopsy of the—unfortunately the deceased member. And then---

SIB President: Sorry, Colonel [redacted] again is who?

Witness: The Mortuary Affairs Officer.

SIB President: Alright.

Witness: And then after the various O-6's at the chapel had a few more conversations with—I don't know who unfortunately—I believe it was Colonel [redacted] at one point and some other wing leadership. It was decided that it was in our best interest to not pursue the toxicology and patient histories for the two survivors of the mishap. So at that time, Dr. [redacted] and I checked in with Dr. [redacted], our base psychiatrist. To see if she needed any psychiatrics supplemental support. She did not and at that time we were cleared off by Colonel [redacted]. And that was around—2000—8pm. And that was the end of our involvement with the mishap. That night—I only received communication via the phone over the weekend just regarding what we did. Which was essentially—a lot of nothing. Once cleared off.

SIB President: Gotcha. Can we go back real fast? I think you labeled—I think you listed some people and I didn't catch them all.

Witness: Yes sir.

SIB President: But you said some folks got together and decided that we were not gonna do the 72-hour history—

Witness: Correct.

SIB President: I think you mentioned the Wing Commander--

Witness: He was not present, I'm not sure if he was called. Sorry.

SIB President: Okay. Who was present?

Witness: It was Colonel [redacted], Colonel [redacted], Major [redacted] and they all went into an office in the chapel in—I believe—sorry---couldn't tell you the other people in the room. But that was in an office in

the chapel and they just had some phone conversations with higher ups. Leadership regarding what flight med specifically could do with these two remaining survivors.

SIB President: Sure. Colonel [redacted] is who?

Witness: He is the Ops Group Commander.

SIB President: And then Major [redacted] ?

Witness: She is the Psychiatrist on base. She's with the operational medical readiness squadron—OMRS.

SIB President: Okay perfect. And we know Colonel [redacted] is the Med Group Commander.

Witness: Yes.

SIB President: At any point in this, did you reference the wing mishap response plan?

Witness: Personally. Me---no.

SIB President: Do you know of anybody who did?

Witness: I don't know specifically who did. I guess I was assuming the people who'd been on it since the mishap happened, had it at some point.

SIB President: Okay. Are you aware of the wing's mishap response plan?

Witness: Not in detail, but yes I'm aware one exists--

SIB President: Exists—

Witness: The protocols and all that—

SIB President: Okay. I bet I already know the answer to this but are you aware of the medical officer responsibilities in the mishap response plan?

Witness: Yes.

SIB President: Were the cadets on active duty at the time of the fatality?

Witness: That is something I have not received official clarification on.

SIB President: Okay.

Witness: That was a big—a real—that took up a lot of those phone calls that happened over the two hours that I was present. I think it was decided that they were on Article 10 but I—they were first year students—so they technically haven't taken the oath yet. So that's where things were just getting too much of a gray zone for us to----for medical to step in.

SIB President: Okay.

Witness: So—I—I do not know the official status of the cadets still.

SIB Advisor: Only other question that we're trying to get because we have to fill out the AFSAS report—

Witness: Yeah.

R17. COL INTERVIEW
R17.1. NON-PRIVILEGED STATEMENT

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete **all** sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete **all** sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

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I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

7 July 2022

(Date)

1. I, Colonel, have been advised by MSgt,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Humvee Rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Name (Last, First, MI) and Rank/Grade

AFROTC

Duty Title

Date: 2022.07.07 16:44:49 -05'00'

Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a **non-privileged** interview with Colonel
(Name of Witness)

being conducted on 7 July 2022 at 1430 CST by MSgt
(Day, Date, and Time) *(Rank and Name of Investigator)*

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee Rollover that occurred on 24 June 2022.
(Equipment) *(Mishap Date)*

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

-- Conduct the Interview --
(Questions asked and answered)

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R17.2. INTERVIEW TRANSCRIPT

Interview with Colonel

20220707 1336

SIO: Alrighty -- This is a non-privilege interview with Colonel . Being conducted on 7 July, 2022 at 1430 central time for the Safety Investigation Board convened for the recent mishap and it's being conducted by MSgt . We are investigating this mishap involving the Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you, or by the investigating officer or board president. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a commander directed investigation and may be released to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by the safety investigation board. Those other investigations and uh-and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: I do.

SIO: Great. Do you understand that a promise of confidentiality has not been extended to you?

Witness: I do.

SIO: Alright. And for the record would everyone present introduce themselves by stating your name, rank and affiliation to the board starting with the witness please.

Witness: Okay, Colonel . I'm currently the Air Force ROTC deputy commander.

SIB President: Colonel SIB President.

SIO: And MSgt Investigating Officer for the SIB Board. Alright we'll start the first question. Can you please describe the mission of OPS Air Force?

Witness: Yeah so I mean OPS Air Force is a program that's designed to expose cadets to operational missions. We do that by partnering with uh-installations um- and obviously their experience is gonna be based on that mission set of that particular installation. So the idea to get em on installations just to give em a "quick flavor" if you will cause it's not-you know-really long but to give em a quick flavor of what to expect. Some different nuisance's cause at the end of the day right they're really exposed to their detachment commander and the cadre--they're at their local DET right? So they really have limited knowledge at the Air Force at whole unless of course you know--you have some that are prior enlisted, you have some that have grown up in military families that have a much broader knowledge but again the idea to give em a little peak behind the curtain to the operational side of how things work.

SIO: Alright--thank you sir. Is there a policy that governs the program?

Witness: A policy that governs the program --- so I'd have to defer to my DO team so see specific policies that outline the day to day operations so---you know at the end of the day what I can tell you though is it's jointly operated at the academy and-and ROTC both do this program. The academy is---lead---for the lack of a better word. They do most of coordination with the MAJCOMS to set em up and then they give us being ROTC and specifically our DO shop the locations of the bases that have accepted---cause the

bases gotta accept--you know--taking these cadets on. So they'll provide us the bases and the dates and then we do that coordination with our regions that DET's---to make the selections for both the cadre that will be attending as well as selection of cadets—

SIO: Okay

Witness: But I couldn't--I couldn't quote you any kind of chapter or verse on policy.

SIO: If anything--does arise and you're able to get a hold of anything that comes to mind would you--would be able to share with that copy with us?

Witness: Yeah I can--I can reach out to see if there's---what kind of policy is out there for it.

SIO: Wonderful. Thank you very much sir. Is there a ratio for the cadet to cadre ratio for these types of trips? If so—what? And if you happen to know what that is?

Witness: So again I'm—fairly confident that there's nothing in writing that says “there will be a five to one ratio, a ten to one ratio, a twenty to one ratio” But again I'd have to defer back to that policy and see if there's anything written in guidance that gives that specificity to it but I'm not aware of any direct guidance that dictates the numbers.

SIO: Okay, thank you. The Mountain Home Air Force Base Group included two cadre that were from two separate schools than---separate schools than from the cadets. They likely did not know any of the cadets upon arrival. Is that--do you think that's normal--or is that intended? For---

Witness: So that's pretty standard, you could say the same thing about our field training that we do here. And that we're also currently conducting here at Maxwell right? We have to rely on our 145 detachments and those cadre to run the various programs. So that's where we again-defer---we kind of levy the tacks, if you will, on the cadre to the regions. And then those regions who know their individuals the best, um will supply names. That will be our cadre members for the uh--for the different events whether it's field training or OPS Air Force.

SIO: Uh what are the---what are the safety precautions that are in place to ensure that OPS Air Force agendas are safe and appropriate?

Witness: So—like I mentioned before we partner with the different installations so each installation drives the schedule and the routine---for the activities that are gonna be going on so—it's really hard for me to say--you know what each installation does individually right? But obviously from a--from a holistic look whether it's field training or the local PDT's each DET does. Each local DET does local PDT's as well right? Professional Development Training for PDT. That--you know--just your standard Air Force OM type of stuff is what we'd expect.

SIO: Okay. When it comes to these agendas and--do you know who--if these agendas are QC'd—if they are for safety reasons? If they are--do you know by whom they are?

Witness: Again—this is where we defer to the various installations to provide that type of oversight.

SIO: I see. Okay. Let's see here-----now when---- an additional question we do have is---when we do have visits, we send cadets out to various bases to get some experience, to get a look at the Air Force. Are they---is it encouraged for them to get more hands on type of experience or is it more of a “hey,

let's go take a—let's just do a field trip to take a look?" Do you know if there's anything that any expectation that says what they can and can't do? What they would like to do?

Witness: Well like I said, it's gonna be totally dependent on that base right. You go to a fighter base-or you go to a AFMC base or you go to an AMC base, it's gonna be a totally different experience at each one of those installations. So it's the installation and the mission of that installation that drive a lot of the experience.

SIO: Do you happen to know from your experience---have you ever ran into any similar issues when it comes to sending cadets out for these site visits?

Witness: You mean similar issues as in injuries or accidents?

SIO: Injuries, accidents whether close calls. They don't have to be necessarily fatalities but—

Witness: So---there's nothing that I'm tracking, I was a DET commander for two years and never personally had any of these things or never even had this come up in a discussion when I was in the seat as a DET commander. And then I've been here for a year at the HQ ROTC and I haven't seen anything like this come through.

SIO: You mentioned that Air Force OPS works hand in hand---well-side by side with the academy correct?

Witness: Correct

SIO: Do you happen to know if there's any difference between the two?

Witness: Other than location—right? So again the location is gonna drive the experience. But as far as the way they're executed—they should be---they should be very similar if not exact.

SIO: That is all I have sir. I don't know---Colonel if you have any additional questions.

SIB President: Yeah I do have just one. Do you know if there's any training provided to the cadre prior to their departure to prep them for how to handle a---you know—a "herd of cats?" For the lack of a better term.

Witness: So---you know—each one of these cadre absolutely there is cause each one of these cadre are-- "herding cats" if you will—to use your phrase right---at their home detachments. So each cadre member whether it's the commander or any of the uh-the assistant professor of aerospace budget studies as we call em—and even all our enlisted folks come through HQ here for an extensive two to three week training period that goes over everything on how to be an instructor. To how to be a commander--to--you know—your basic CPR and becoming PTL qualified so they can do---you know--PT and that kind of stuff. So that's where it starts right—and that doesn't mention any of the training they had prior to coming to us. As far as you know—being in a career officer or NCO. So they have their career experience—they come to us-we give em that training here at the HQ level. And then they roll into their DET's where they again, typically get additional training--if you will--from the cadre that's on station. Cause it is very different you know-being out at a DET. It is very different from being on a base and doing any kind of mission. Our mission's very unique. A lot of the times you're on an island right? And you got small group dynamics—with everybody goin on. So we try really hard to make sure we do as best as we can to vet the folks that we put out in those situations.

SIB President: Okay so if I can reword what you just said. it sounds like that two to three week training program that you put them through—teaches them how to lead cadets but there's nothing specific about---if you go out on a trip for OPS Air Force---here are some things you need to be aware of.

Witness: I would have to go back and review the curriculum to be hon—I mean I'm-I'm not-I did the course but it was back in 2016—

SIB President: Right-

Witness: It's been a little while, I couldn't speak to the exact specificity of the curriculum.

SIB President: Okay. I think we have the name of the name of a major in your DOT shop. Should we reach out to that individual to see if we can't get the policy that we were talking about a little bit earlier or—

Witness: I'd be happy to reach out to see if I can't find if there is any written guidance or policy. I can take care of that for you.

SIB President: Okay sir, then we will leave that in your very capable hands. And that concludes any questions that I have.

Witness: Okay.

SIO: Alrigh—

Witness: Um—I don't really have a question and you may not be able to answer other than---do you guys have a timeline when you guys expect to wrap up and hand it over to the AIB?

SIB President: We do not. This is day three for us—

Witness: Okay.

SIB President: Two and a half--we're about two and a half days in. So probably by Friday we might have an idea but right now unfortunately I can't offer you one.

Witness: Nah I get it and I just thank you guys for what you do and I know this isn't a—this isn't a fun job but obviously it's something we gotta get done and knock out.

SIB President: You're right, luckily we got a good team here so I'm impressed with them so far and hopefully we can come up with some great recommendations on how to prevent this from happening in the future.

Witness: Look forward to seeing the--seeing the report when it finally comes out.

SIB President: You betcha. MSgt I think you've probably got something else you gotta read to close this out.

SIO: I do. Alright sir thank you. If no one else has any further questions we will now conclude this interview. Colonel I'd like to remind you that, again you are not offered a confidentiality. And that your statement is not privilege and will be released to any other follow on investigation of the mishap and may be releasable to the public subject to freedom of information act. We request that you refrain from discussing any of your testimony and any information shared with you today regarding the mishap to

avoid any possible spread of incomplete or counterproductive information until the board has adjourned. Notify the board immediately if you become aware of possible release of information and we'd like to thank you for your time sir.

Witness: Okay and just to caveat that, I am gonna have to go ask questions though to get the files and guidance you're looking for.

SIO: Absolutely sir thank you.

SIB President: Perfect.

SIO: We really appreciate sir.

Witness: Okay.

SIB President: Alright we're out of here sir, thanks again.

Witness: Alright and you want me just to email that directly to you?

SIB President: Yeah that'd be great!

Witness: Okay, I'll see what I can find.

SIB President: Alright, Look forward to seeing it.

Witness: Alright thanks.

SIB President: Alright we're out here.

Witness: Out.

**R18. COL INTERVIEW
R18.1. NON-PRIVILEGED STATEMENT**

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For Written Statements complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

11 July 2022
(Date)

1. I, O-6 366MDG, have been advised by Col
(Name, Grade, Organization, of Witness) (Name of Investigator)
a US Air Force safety investigator, regarding a mishap that occurred on 24 Jun 2022 involving
(Mishap Date)
a(n) Humvee rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Col/O-6
Name (Last, First, MI) and Rank/Grade
366 MDG/CC
Duty Title
Signature

II. WITNESS CONTACT INFORMATION

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Col _____
(Name of Witness)

being conducted on 11 July 2022 by Col _____
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 Jun 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

R-158

R18.2. INTERVIEW TRANSCRIPT

Interview with Colonel

20220711 0854

SIB President: This is a non-privilege interview with Colonel _____ being conducted on 11 July, 2022 by Colonel _____ for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee that occurred on 24 June, 2022. This investigation's being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you by the investigating officer or the board president. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a commander directed investigation and may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board, those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: Yes.

SIB President: Do you understand that a promise of confidentiality has not been extended to you?

Witness: I do.

SIB President: And for the record would everyone present introduce yourself by stating your name, rank and affiliation to the board starting with the witness.

Witness: I guess that's me. Colonel _____, Med Group Commander.

SIB President: Perfect. Colonel _____, SIB President.

SIB Advisor: _____, GS-13. Air Force Safety Center Advisor.

SIB President: Alright Colonel _____ will you describe your involvement in the events or response related to this mishap?

Witness: Okay so describing. So Med Group Commander. And as far as the involvement. Just really just went straight to. Once I got to the WOC. Which I'm used to calling the CAT. It got activated mid-day and got to the CAT and honestly it was a beehive of information coming through. Got briefed up practically immediately. It was sometime after 1300. I can't remember if it was 13 or the exact minute after 1300. And all the O-6's on base got activated--looks like—the same time based on my at-hoc message. Got the brief up by one of the folks that was at the CAT and immediately I'm--of course--asking where are our guys involved with—in my mind I'm thinking—cause I'm still trying to get an understanding of where the location of the incident happened. They were talking about all the, not being on base, and being an alternate exercise location. So come to find out that our paramedics and folks were not on scene because the first question I asked quite honestly was "was our guys there?" And they said no because the initial--the local responders and the Idaho state police were already on there. The two individuals that lived through the incident were already being transported to—I want to say—St. Als. And so they were already in route to St. Als and I know my next question to the person that was briefing to me was—"were our mental health?"—Cause I wanted to get them out there as soon as possible. I want to say one of our—either Major or—some of mine were already engaged or already headed there or was

already on scene. But mental health was completely on board with all the other entities that started to respond to a situation like this. Just thinking about all of the other witnesses of the incident and just the care they're going to need, at that time. Then I got on the phone with _____, Lt Col _____, Chief of Medicine. Because I knew that casualty affairs was gonna start becoming a hot topic and sure enough within seconds after I even was thinking about it. That's when I heard about conversation of whether or not the two individuals were "SI" or "VSI." So I knew _____ had to be a part of that being the Chief of Medical Staff. She and I were talking, she was not aware of the situation, I kind of brought her up to speed and asked her to start engaging with--was it Mr. _____?—basically casualty affairs. Then they started engaging and I just was like "Be ready to help in every way you can." And she always is. But then also of the individual that was pronounced dead on scene as from what I kept hearing—the wording. That I knew she-- _____ --was gonna need to be a part of that too. Especially at the time. At the moment I didn't know. I wasn't hearing where the deceased family lived and whether or not we were—if it was a local family and we were gonna get it. Cause I figured if it was local here, we would get a team going and that typically would call for a medical person to go with. So I was really asking _____ to be ready for that and even just our leadership to be ready to send the right person with that team. To pass on that knowledge. And stop me if I'm giving you more information you were even—I figured it was just thinking of what—what I was quite honestly doing the second I hit the CAT. And then actually. I stepped away just for one hour where I pulled my OMRS, operational medical readiness squadron, squadron commander up. She took over just for an hour in the CAT. Cause we're still--knew the information medical response, everybody was. By the time I got there, medical response was already on scene anyways from the local stuff which—I was—I'm still being brought up to speed so. I went and did the change of command—assumption of command--real quick, came right back and then I was there for the rest of the night. There and of course the chapel whenever the cadets started flowing in from the scene to the chapel. Our entire—well most, if not all of our mental health staff—who rocked it by the way—were there until close to midnight. As well as Colonel _____ and really, I think the rest of the O-6's. Chief _____ was there I think, till the late hours too. Eventually I saw the--you know--so for my role there I just was trying to—I was trying to make sure Colonel _____ was okay too. And just making sure all the leadership who was—had a lot of just—and even just our mental health staff. I just wanted to make sure that cadets were getting the care they needed and then of course I just had an eye on our mental health staff just because of just---this is—they don't get this all the time. I say—they don't get this--thankfully not this kind of incident all of the time. I just wanted to make sure they were okay and they were. They were top notch. The whole support of the cadets and we pretty much stayed at the chapel till midnight. Colonel _____ rightfully was making sure that everything was squared away to get those who were going back home the next day. On the planes and then when they hit the ground with their family or loved ones or whoever back at home. That that "warm handoff" was truly a warm handoff. I know Colonel _____ was part of that ride to the airport from here to Boise the next morning. We were tracking that, obviously we were still engaged on text messages, on phone calls, making sure that buses and transport got them off fine. Still in contact with a couple of the Cadets offline, just because they were interested in medical careers in the future and stuff like that but I'm trying to think of what else. Role wise. I know we got the flight docs involved because obviously in my being an airspace physiologist, I'm immediately thinking toxicology of any kind of aircraft mishap. So because what I was being told--because the—like when I got there. Emergency responders, local emergency responders were already kind of—held the scene. Those two individuals were already either at St. Als or they were almost going to get to St. Als. So that obviously complicated any thoughts of toxicology and stuff like that. Then the

legal ramifications of cadets getting toxicology—like our military giving them toxicology—that got thrown on the table as far as the conversation piece. Which I'm glad it was cause everybody needed to think it through. Not do the wrong thing and then next thing you know is we perform "assault" on somebody just because we shouldn't have because of title 10 different—you know. So all that legal brief, I was in conversation with our JA about that. As well as FSS and some others that had knowledge on the legalities of dealing with a cadet and a situation like this so. So flight docs, they came up there. They both responded. They got to the chapel at one point and we just, either at the CAT and the chapel. We were just having those conversations. And I just told them "Just sit tight until we figure this out, and don't put a needle in somebodies arm until we get the go ahead." So a lot of that was going back and forth on—should or shouldn't—and then whether or not they got to have a toxicology when they actually got to St. Als was a lot of questioning which—unfortunately wasn't always the most easiest to get that kind of information from a civilian hospital. Even if we are military, those are future military. It was just becoming complicated giving that kind of information.

SIB President: So I'll ask you now because it's coming up. Can you tell us more about the discussions and thought that went in to status of the cadets? And yes or no—should we pursue toxicology.

Witness: So the conversation was really who had the power to say whether it was the cadets—you know—current leader —the female.

SIB President:

Witness: I think. You know the question was at one point was whether or not she had the say so like—if she could say "yes, 100% give them active duty medical clinic. You have full reign to give." You know, or to give a toxicology on them. I actually asked her at one point just to give us at least an answer if—and then I was gonna--cause we just wanted to know whether or not she would even say yes or no. And I said if we go down this path, would you approve as the person? Then she gave the answer "yes." But I made sure we all understand we're just gathering data right now and then the real answer is—what does legal say? Because they are cadets, and I'm just trying to think through it, just trying to remind the conversations we all were having as---like we were all ready and willing because I wanted to make sure we rule out—especially being for any kind of SIB, AIB, or anything that happens. But the legalities just kept getting—I guess—more riskier and more riskier. The more information that popped up. Of whether or not title 10. The fact that they already went to a civilian hospital, they were already transported. Again they were transported before I even got to the WOC. And so that was our thinking. Was just trying to make sure we didn't break skin and commit an assault, is really what we kept coming back to. To make sure that we're not—and then also making sure that even if we went down the path of breaking skin and doing a toxicology once they got back from St. Als and got back to us. Making sure that it also wouldn't come out as—you know—just not pushing them into the situation. Them being cadets. Them being non active duty being surrounded by all active duty. In a case that's becoming very quickly convoluted with Idaho State Police and jurisdiction of management of the situation. That's where all the conversations were coming from.

SIB President: Okay. Do you know what document or who ultimately decided or convinced you guys to not pursue the toxicology?

Witness: There was no specific document. It was hours of hours well past the actual incident and then nothing ever surfaced to say that we truly could give it. Even if they--cause some points—I want to say

there was conversation of whether or not they were—even though they were—I believe over 18 years old—they were still in the care of—somewhat in the care of the government. But it was never really decided upon whether or not they themselves could give—if they themselves could say “yes you can take a toxicology or bloodwork or whatever from us.” And then hours. So many hours went by, it didn’t make the most sense that we would even get the kind of results that we would’ve wanted. With every minute that passed by after the incident and so I think the risk of doing something illegal potentially, especially when there were so many unknowns of whether we should break skin and do that. And quite honestly I was hoping for some good conversations between our chief of medical staff and the civilian staff. Whether or not she could even see if they did one when those two individuals got there. Cause for all we know it could’ve been some of their standard procedures as well. Depending on what was told to them once those two individuals got to them so.

SIB President: Okay. At any point did you reference the wing mishap response plan?

Witness: Well we went into—I want to say that was the huge checklist we were rolling through as soon as I got there.

SIB President: To the WOC?

Witness: To the WOC yes sir. In fact, a lot of that stuff thankfully is common—I say common sense stuff—but we definitely were going through multiple sides of the checklists. Each one of us at the WOC, had a similar binder, or the same wording you know—we had it on the screen. It felt like we were running the WOC and everybody that was running it was doing well. Of course I was going off the checklist and just calling folks that—that—wasn’t necessarily going to show up on that checklist but stuff that I knew I need to get people engaged on so.

SIB President: Okay. So at this time, based on all that you know and experienced that day—do you think that the cadets were on “active duty” at that time? Or were they still on some different non active duty status?

Witness: I feel like I never heard the finality of that. Quite of that answer when I left there. I never really got. I kept hearing enough about title 10. I mean there’s “ Answer” you know just like—but I totally—I never really felt like we ever—I never heard the final answer of whether those cadets were title 10. I mean obviously I did hear and know that—I say I know—I heard that they would receive or especially the unfortunate death—I know that she is receiving full benefits and everything. So in my mind that says very much so on title 10. So I don’t know how that changes when we start talking about other actions and so on.

SIB President: Okay, I think I’ve gotten answers to all these other questions, I don’t know if you want to read through these or if you have any more?

SIB Advisor: The only other question is that you kept mentioning legal. Do you know who in legal you spoke with?

Witness: It was—we were always talking—I was always talking to . The JA.

SIB President: That’s 366 JA?

Witness: She is, yes.

Then I was also hearing from other sources. I'm trying to remember who "other sources" that was saying "well I'm not sure quite honestly if that would end up in" you know. In certain certain situations that, for me, even though they said that they advised this "should be able to allow themselves since they're of age." But the other details surrounding the situation is where I was just like you know what---this is not---the "hair on the back of my neck" was not feeling good right now. Especially hours upon hours at that point. After the incident actually happened. And again. Never really got to understand whether or not---at least at the time---whether or not they were title 10 and these were college students and so--

SIB President: Okay, I think you said _____ ?

Witness: Uhh _____. Yeah she's the Lt Col.

SIB President: Do you know her last name?

Witness: _____.

SIB President: Oh not a guy named "_____." But _____. Perfect, perfect. Okay I don't have any more questions, you're good _____ ?

SIB Advisor: Yep.

SIB President: Alright, let me read this closing statement. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. And thank you for your time.

Witness: Alright.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For **Written Statements** complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

8 July 2022
(Date)

I, D-5 366 MDSS, have been advised by Cd
(Name, Grade, Organization, of Witness) (Name of Investigator)

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Humvee Rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Lt Col/0-5
Name (Last, First, MI) and Rank/Grade

Chief of Medical staff
Duty Title

signature

II. WITNESS CONTACT INFORMATION

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Lt Col _____
(name of witness)

being conducted on 8 July 22 by Col _____
(Day, Date and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

R-167

R19.2. INTERVIEW TRANSCRIPT

Interview with Lt Col

20220708 1422

SIB President: This is a non-privilege interview with Lt Col _____ being conducted on 8 July, 2022 by Colonel _____ for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee that occurred on 24 June, 2022. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you by the investigating officer or board president. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a commander directed investigation and may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board, those other investigations and releases may be used for any purpose, not just mishap preventions. Do you understand these conditions I just explained?

Witness: Yes.

SIB President: Do you understand that a promise of confidentiality has not been extended to you?

Witness: Yes.

SIB President: Okay for the record would everyone present introduce yourself by stating your name, rank and affiliation with the board, starting with the witness.

Witness: I'm _____ . Lt Colonel and I'm the Chief of the Medical Staff at the 366 Med Group.

SIB President: Colonel _____ , SIB President.

SIB Advisor: _____ . GS-13 and I am Air Force Safety Center Occupational and I am the Safety Advisor.

SIB President: Perfect. Alright so can we start with you describing your involvement in the events relating to this mishap?

Witness: Sure. So whenever anything happens with one of our active duty members, either my group commander or casualty affairs will give me a call and notify me and my first job is to call the hospital and determine whether there's an "SI" or a "VSI." So VSI is very seriously injured and SI is seriously injured and that's basically the casualty status of the patient. And the reason for that is to figure out, do we need to fill out like EFMT paperwork to get the family here or that sort of thing. And to just follow up on what's the status of the member who was injured. So that happened on Friday, the 24th and about 2:20 in the afternoon, I think I got the call first from Colonel _____ who still didn't know very much about what was going on. He just said that there was a cadet—there had been a rollover—there had been a fatality. He wanted me to call and follow up on whoever was alive from that incident. And before I even had a chance to call the hospital or check, casualty affairs already called and said the same thing. They didn't have any information because these were cadets. So I think they just had the first and last name, no birthday or anything like that. And I needed the birthday in order to get any real information from the hospital. But I was able to call and I have enough—I introduced myself--and I had enough about the

accident itself. You know—there was a fatality—we hear that there was a shoulder injury. That the other two were not seriously injured. So I had told enough that the nurse felt comfortable telling me they're stable, they're not gonna be admitted, they're... I read her what "VSI" means "very seriously injured" and she said "definitely neither one of them is that" And then I read her what "SI" means and she said "definitely not that." And then the next level down I think is "NSI" so "not seriously injured." And there's very specific descriptions for all these and she said yeah they both fall into that. Which means minor injuries, won't be admitted and she said both of them are doing great. They're up, they're walking, they're talking and they'll both be released from the ER today. And so I called my commander and he didn't answer his phone but I called back and told him exactly what I heard. And he said "okay that's good, that's all I need from you." As far as the fatality, that's all casualty affairs. So I don't have anything to do with that. So I left it at that, and I was kind of like in a holding pattern—we were all kind of in shock you know. How did this happen and that sort of thing. Then Colonel [redacted], my group commander, gave me a call and if you need exact times, I can look at my phone. But it was probably a few hours later cause I was already at home. And he said "hey they've determ—"And I don't know who "they" is. "They've determined that they want to do an actual mishap investigation and they want tox screens and a 72-history." That sort of thing. I said "Okay well I don't know anything about that, you have to be trained in that." I said "that's the flight surgeons umm—that's what they do." So I called the flight doc on call. I think I actually called the one that I knew his phone number because I wasn't sure who was on call. And that's Major [redacted].

SIB President: Can I stop and ask again, who was it that said that they needed the 72-hour?

Witness: Colonel [redacted] just said---he said that but he wasn't the one who asked—he said that "they're asking for—they want to do a full mishap investigation." I didn't say "who was 'they.'" You know what I mean. It was convenient for my group commander and I was gonna do whatever he needed but—he said "they" want to do a mishap investigation and I didn't know who the "they" was. And so I called Major [redacted] who's one of our more experienced flight docs and explained the situation to him and he basically said I'm not on call but I'm still around. He was going on leave that weekend. He said "I'm still around and I want to help with this because the person who was on call Captain [redacted]." He's new, he's got the training and everything but he's new. So then I called Dr. [redacted] and I said "Hey are you trained up in mishap investigations?" and he said "Yes, all flight docs are." And so I basically gave him a synopsis of this situation, as much as I knew about the cadets. He said okay. I said "Call Dr. [redacted], he's gonna go into the hospital and help you with this." Cause I guess there's this whole process where they go into the MTF and they call in lab and then call in all these people whenever this happens. And he was just kind of like "Well it wasn't an airplane that went down?" I said "No but we're doing it—they want to do the investigation the same way." So then, I don't hear anything back for a while. The two flight docs are on it, and then Dr. [redacted] calls me a little bit later. He says "Hey—"they were in the MTF and he said "hey we have a lot of questions you know because in an actual mishap investigation, we would need to do tox screen on the fatality as well." He said "There's just a lot of pieces missing and I need more information." And I said "well I'm not at the WOC, I'm at home. They activated the WOC and Colonel [redacted] is there." And he said "Good, nothing's happening here right now, so I'm gonna go to the WOC and figure out what's going on." So I guess they went to the WOC, didn't find Colonel [redacted] there and then they ended up—everybody was at the chapel. I'm not sure why or how everyone ended up there. They went to the chapel and I didn't hear anything again that night. And so—the next day I found out Colonel [redacted] called to give me an update and he basically said that they had talked

and talked and talked about and talked to legal—and you can get more details from them about how those conversations went but basically after talking to medical-legal about their status and whether or not we can consider them active duty and did this occur—it didn't occur on base but like kind of on base property like--There were so many questions and medical-legal advised them not to do the 72-hour screens or the tox screens so they ended up not doing that. And that's--I think—it.

SIB President: So at that point, were you pretty much out of the picture?

Witness: I was. Yes Sir I---I'm trying to think. Yeah as far as that—then I went on leave. Then a couple of people were texting me questions about like how do we help the two cadets get copies of their medical records? And so I was just giving that kind of advice like they needed to go to patient admin and we can help them fill out a release of information and just little things like that. But as far as actively involved in the investigation, that's where it ended.

SIB Advisor: Is there any way we can get---what the injuries were of the other two cadets? Cause we'll need that for the actual report.

Witness: I'm sure that there is—I just—this is the first time I'm dealing with is and with HIPAA—I'm sure that there is a way that we have to do it. Rather than just hand it over, we'd have to probably get permission from the members which I'm sur---

SIB Advisor: Actually it's totally different with the safety board and stuff like that so—

Witness: You know and that's another thing, I don't know if you're going to talk to those two flight docs. They have a lot more information probably than I do. They know all the rules about the safety boards and stuff so they—they can definitely help you guys with that more cause---

SIB President: And that was and ?

Witness: Yes sir so . .

SIB President: Mhm.

Witness: And then . And if you have a problem finding them, you can reach out to me.

SIB President: I bet they're on Global.

Witness: Yeah they are. They are—well actually belongs to us at the med group. Dr. is a SME---so he won't show under the med group on global but he'll be—Major .

SIB Advisor: On the base though?

Witness: Yeah

SIB President: What rank is ?

Witness: Captain

SIB President: Captain perfect okay. Um so did you ever meet—cause it got you listed as the ISB. Interim Safety Board Medical Officer. Did you ever participate in a meeting with the other ISB members?

Witness: No sir.

SIB President: The look on your face sounds like you never---

Witness: Yeah I don't know why they would've put me. I have no experience in that at all. It seems more appropriate for a flight Doc but you know what? Our SGP, who's our flight doc—like my equivalent—but a flight doc, the chief of aerospace medicine. He's deployed and so I think typically he would have a lot more involvement. He would've been really involved. He would've been the one to respond probably. And maybe because he's not here, they put me down. But I have no training in that or—

SIB President: That makes sense. Because she was not part of the ISB, then I don't think the next couple of questions don't apply anymore. I don't think any of these apply. So do you have any more questions?

SIB Advisor: No sir I do not.

SIB President: Okay. So your very detailed description has negated all of the rest of the questions I had for you.

Witness: Haha. I guess that's a good thing.

SIB President: It's a very good thing. So at this point, I think I am done so let me read this conclusion statement. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. And we thank you for your time.

R20. LT COL INTERVIEW
R20.1. NON-PRIVILEGED STATEMENT

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete **all** sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete **all** sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

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I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

12 July 2022
(Date)

1. I, _____ O-5, _____, have been advised by _____ MSgt _____,
(Name, Grade, Organization, of Witness) (Name of Investigator)

a US Air Force safety investigator, regarding a mishap that occurred on _____ 24 June 2022 _____ involving
(Mishap Date)

a(n) _____ Humvee Rollover _____, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

_____ Lt Col/O-5
Name (Last, First, MI) and Rank/Grade

_____ *Duty Title*

Digitally signed by
Date: 2022.07.12 09:45:43 -0500

_____ *Signature*

II. WITNESS CONTACT INFORMATION

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

R20.2. INTERVIEW TRANSCRIPT

**R21. MAJ INTERVIEW
R21.1. NON-PRIVILEGED STATEMENT**

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For **Recorded Interviews** complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits. Do not attach Part III to the transcript when uploading exhibits.**

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Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

R-181

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

15 July 2022
(Date)

I, O-4 366 MDG, have been advised by MSgt
(Name, Grade, Organization, of Witness) (Name of Investigator)

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Humvee rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Maj/O-4
Name (Last, First, MI) and Rank/Grade

389th SME
Duty Station

Signature

II. WITNESS CONTACT INFORMATION

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Maj
(Name of Witness)

being conducted on 15 July 2022 @ 0930 by MSgt
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

– Conduct the Interview –
(Questions asked and answered)

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

R21.2. INTERVIEW TRANSCRIPT

Interview with Major

20220715 0945

SIO: This is a non-privilege interview with Major . Being conducted on 15 July, 2022 at 0930 by MSgt for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. The promise of confidentiality, has not been extended to you by the investigative board or the board president. Your statement will be releasable to any subsequent investigations of the mishaps such as the accident investigation board or a commander directed investigation. And may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by the safety investigation board. Those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: I do.

SIO: Do you understand that a promise of confidentiality, has not been extended to you?

Witness: I do.

SIO: For the record, would everyone introduce themselves by stating your name, rank and affiliation to the board, starting with the witness.

Witness: My name is Major .

SIB President: Colonel . SIB President.

SIO: MSgt . Investigating Officer.

SIB President: Major would you just start by describing your involvement in the response to this accident?

Witness: Yes sir. So it was a Friday. It was about 10 minutes to 6o'clock in the evening when I received a text message on my phone asking me to call Lt Col About an event, a mishap that took place. Prior to that I had no knowledge on it. So I called her and was notified that there was a Humvee rollover accident at Saylor Creek involving a ROTC Cadet. So at that point I drove back to the clinic and met Captain —Dr. Cause we were both notified separately that this was going to be investigated like an aircraft mishap so we met at the clinic with that assumption and we also notified the lab technician to be on standby. We were prepping to do the 72-hour history and do the lab collection and things like that. So we stayed around the clinic for a while but we still had no good situational awareness—exactly what was going on—when people were going to arrive—who was going to—but we found out that there were some commanding officers at the WOC. So we drove over there and then we were directed from there to go to the chapel where the other ROTC Cadets were. As well as the Commanders and OSI, mental health, a couple chaplains. So we showed up there and we talked for about 20 or 30 minutes or so with the Commanders and OSI. I was on the phone with legal briefly. Just trying to figure out exactly what the course of action was going to be given the fact that this is a ROTC

Cadet. How it happened—where it happened—the fact that we were actually not there for any part of the actual—or we did not go to the actual mishap site itself. After deliberation it was determined that we would actually not collect labs. As far as the lab collections and histories, the individuals involved were kind of processed through on the civilian side as far as we know. We just were not sure about the legal implications, so we were just told to kind of stand down. That we didn't have to collect any labs or obtain the 72-hour histories. So at that point Dr. _____ and I departed the chapel and that was the extent of my involvement in the mishap.

SIB President: Alright thank you. At any point did you reference the Wing Mishap Response Plan?

Witness: We---have a mishap response plan here and we were—we called around to get direction because we had never participated in—you know—we're basically responding to aircraft mishap and so we. As far as the actual documentation, I did not actually see the actual documentation that day.

SIB President: You said you have a mishap response plan here—is that different than the Wing Mishap Response Plan? Or is the same one?

Witness: That's a good question. I don't know what the differences are.

SIB President: Are you aware of the Wing Mishap Response Plan? Do you know it exists or?

Witness: I know it exists yes sir.

SIB President: Are you aware of the medical officer responsibilities IN the mishap response plan?

Witness: Yes sir.

SIB President: To your knowledge, were the cadets on active duty at the time of that fatality or?

Witness: That was—that was one of the questions. Are they considered active duty or not? And we didn't get a clear answer on that.

SIB President: To your knowledge, were any 72-hour history or 7-day history obtained on these two individual. The survivors of the incidents.

Witness: I know that we did not do that.

SIB President: Done with my questions here. Sergeant _____ any others?

SIO: If—now we're going into hypotheticals—if you guys did need to deem that you were going operate as if it was an aviation type of mishap and you were going to perform labs and do all that such—what kind of actions would you have performed if this would have been an active duty?

Witness: So what we do is we—all the individuals that would have been identified as being directly involved. We would try to isolate them and give them the forms. The 72-hour forms and they would fill them out individually. Attempting to mitigate any corroboration between those involved. So we would collect those and typically what we've done in the past is they would all show up at the lab and they would be filling out those forms while they're waiting for the lab collections. They'd go in individually and get those labs drawn by the lab technician while we're there. Then we would sign that off. Then there's the chain of custody that takes place with the lab collections. So that's a robust process to make sure there's no—yeah just maintaining a chain of custody for legal purposes.

SIO: How long after—in a perfect world—usually how long after a mishap does this usually happen? Those procedures.

Witness: Yes. Usually the times that it's happened here it's within an hour.

SIO: Hour after being notified?

Witness: Yeah well—for IFE's we usually get notified while they're in the air. One mishap that we had here I would say it was within 30 minutes to an hour or less that we were notified of something that took place. In this particular situation—I'm looking back at my text history—it was 1751 when I received that text and my understanding was that the mishap occurred at 1230.

SIO: So other than—isolating the members having them do the 72-hour history form and also do the collection, is there anything else you guys would do?

Witness: I'm sure there is—but those are the big rocks.

SIO: If they're no other questions we'll now conclude this interview. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Witness: Thank you.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This **must** also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. **Read the Part III script** into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

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I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

17 JULY 2022
(Date)

I, 0-4, 366 FSS, have been advised by MSgt
(Name, Grade, Organization, of Witness) (Name of Investigator)
a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)
a(n) Humvee Rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

Maj / O-4
Name (Last, First, MI) and Rank/Grade
Wing Mortuary Officer

Signature

II. WITNESS CONTACT INFORMATION

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with Maj _____
(Name of Witness)

being conducted on 12 July 2022 by MSgt _____
(Day, Date, and Time) (Rank and name of investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 June 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

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R22.2. INTERVIEW TRANSCRIPT

Interview with Major _____ 20220712 1041

SIO: This is a non-privilege interview with Major _____ being conducted on 12 July, 2022 by MSgt _____ for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee Rollover that occurred on 24 June, 2022. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. A promise of confidentiality has not been extended to you by the investigating officer or board president. Your statement will be releasable to any subsequent investigation of this mishap such as an accident investigation board or a commander directed investigation and may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board, those other investigations and releases may be used for any purpose, not just mishap preventions. Do you understand these conditions I just explained?

Witness: Yes I do.

SIO: Do you understand that a promise of confidentiality has not been extended to you?

Witness: Yes.

SIO: For the record, would everyone present introduce themselves by stating your name, rank, and affiliation to the board, starting with the witness.

Witness: I'm Major _____, I am the wing mortuary officer at the 366th Fighter Wing.

SIB President: Colonel _____, SIB Board President.

SIO: MSgt _____, Investigating Officer.

SIB President: Perfect. So Major _____ would you please just describe how you were involved and if you got any detail to go into please do so—about the response to this accident?

Witness: I was notified on the 24th of June 2022. That a death had occurred at Mountain Home AFB via my squadron commander. At that time I was on leave I was called back to—off leave—to respond to the CAT. To meet with Colonel _____ the Fighter Wing Commander. I responded at approximately 1330, on that day, to discuss details of the incident. At that time, only the names of the individuals involved in the accident were known. And it was known that one was deceased. That being Cadet _____.

. At that time, I worked with the Wing Commander to gather basic information, to submit casualty reports. The question of status of the cadets came up immediately. What status were the cadets in, in order to determine specific entitlements. That piece was worked on the casualty side. So Mr. _____ is the Mountain Home Casualty Affairs Representative. He got information from AFROTC's HQ to determine what types of orders the cadets were on while they were here. Unfortunately that did not give us a clear picture of where we were going. For status, so it was determined that we needed a read from the home center and AETC legal office. To decide what status the cadet was in. And if that status would then qualify them for any type of active duty mortuary entitlements. Would you like me to continue?

SIO: Please. What did the home center---

Witness: So I spent the following day--the 25th--on the phone with multiple people including home centers, chain of commands, and AETC's chain of command, including the AFMAO which is the Air Force Mortuary Affairs Agency. And they came to the conclusion that because Cadet [redacted] was in an Air Force sponsored training event that she would qualify for active duty mortuary entitlements. So that then gave me the ability to move forward and contact the next-of-kin, which was her mother Ms.

[redacted] and engage on how she would like the disposition of [redacted]'s remains handled. I will say that this is atypical because when there is a normal death, my role would be to contact the next-of-kin within two hours of the notification of the death. Because we could not figure out the cadet's status, I wasn't able to talk to her for more than 24 hours post death notification.

SIB President: The mother was notified of the death, and then 24 plus hours later, you contacted to see how to proceed?

Witness: I contacted yes but that normally would have been within two hours. In the time that I did not contact her, that is when she began contacting other agencies, congressman, things like that to get answers.

SIB President: Okay. Did you have any more involvement, after talking with the mother about the disposition of the remains?

Witness: Yes. So I spoke with her on the 25th of June for about 30 minutes. About the current whereabouts of Cadet [redacted] and what the next step was, which was an autopsy. Which was scheduled for the following Monday. The conversation was not very effective, she was in a state of heavy emotions. So I made an appointment that Monday to speak with her to discuss disposition of remains, specifically items like cremation, burial, how she wanted her daughter prepared. So we talked Monday morning, the 27th of June. At length on how she wanted [redacted] prepared, is that something of interest to the board?

SIB President: No.

Witness: Okay.

SIB President: Then after speaking with the [redacted], 27 June, any more involvement with this incident?

Witness: Just to the effect that I was contacted by multiple chains of command for information on what I was doing. Like what was the status of the remains—when were they going to be home—when is the funeral? Things like that. The remains were returned home to [redacted] that following Thursday. So that would have been the 30th of June. Remains of [redacted] were home. And the funeral was actually today.

SIB President: You said on 30 June?

Witness: Yes sir. She arrived around 2100 [redacted] Standard Time. Via commercial airlift.

SIB President: Okay, an autopsy was performed prior to—

Witness: The autopsy was performed Monday morning by Owyhee County. We still do not have the results of the autopsy. Once I receive those, I have to get those results in order to complete the death certificate. Which is the last piece of my job.

SIB President: The autopsy was last Monday?

Witness: It was the Monday that—the following Monday. It was the 27th. And it can take anywhere from three to four weeks to eleven to twelve months. Depending on the county.

SIO: Would you be able to provide those?

Witness: I can provide those absolutely.

SIO: Wonderful thank you.

Witness: Those will also go to OSI. So if for some reason you can't get ahold of me. OSI gets them as well.

SIB President: So based on your understanding, were the cadets on active duty or not--at the time of incident?

Witness: Not.

SIB President:

Witness:

SIB President:

Witness:

SIB President: I don't think I have any more questions then.

SIO: You mentioned that you were speaking with multiple agencies, specifically the Home Center and AETC and they all came to the conclusion that—since she was not on active duty but it was an Air Force sponsored event—that we would press forward with everything. Do you know specifically which offices said that at the Home Center and AETC level?

Witness: That was AETC JA and Home Center JA. And then they concurred with AFMAO—with the AFMAO Commander. And they all agreed.

SIB President: And that agreement was that mortuary entitlements were appropriate but not casualty.

Witness: Not casualty.

SIB President: Any other questions?

SIO: No I think that's it. If no one has any further questions, we will now conclude this interview. Ma'am I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be

releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information, thank you for your time.

Witness: Thank you.

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION**Instructions:**

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. Read the **Part III** script into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For Written Statements complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

11 July 2022
(Date)

I, GS-11, 366 FSS, have been advised by Col,
(Name, Grade, Organization, of Witness) (Name of Investigator)
a US Air Force safety investigator, regarding a mishap that occurred on 24 Jun 2022 involving
(Mishap Date)
a(n) Humvee rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

GS-11
Name (Last, First, MI) and Rank/Grade

Casualty Assistance Representative

Signature _____

II. WITNESS CONTACT INFORMATION

Work Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

III. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS INTERVIEW SCRIPT

Beginning of Interview Script:

This is a non-privileged interview with _____
(Name of Witness)

being conducted on 11 July 2022 by Col
(Day, Date, and Time) (Rank and Name of Investigator)

for the safety investigation board convened for the recent mishap.

We are investigating the mishap involving a(n) Humvee that occurred on 24 Jun 2022.
(Equipment) (Mishap Date)

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

A promise of confidentiality has not been extended to you by the Investigating Officer or Board President. Your statement will be releasable to any subsequent investigation of this mishap, such as an Accident Investigation Board (AIB) or a Commander Directed Investigation (CDI), and may be releasable to the public pursuant to a Freedom of Information Act request. While your statement will be used for mishap prevention by this Safety Investigation Board (SIB), those other investigations and releases may be used for any purpose, not just mishap prevention.

Do you understand these conditions I just explained?

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

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

***-- Conduct the Interview --
(Questions asked and answered)***

End of Interview Script:

If no one has any further questions, we will now conclude this interview.

To Witness: I'd like to remind you again that you were not offered a promise of confidentiality, and that your statement is NOT privileged and will be released to any follow-on investigation of this mishap, and may be releasable to the public subject to the Freedom of Information Act. We request that you refrain

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20200813

HMMWV, S/N 157874, 24 JUNE 2022

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That's all that I needed. I went to—so I started documenting stuff and my alternate, _____ at the Airmen and Family Readiness Center, he told me he got a call that we needed to go to the WOC. We went to the WOC and they were running through all kinds of checklists that had nothing to do with me. Our ops officer interjected and said "hey Mr. _____, he needs to start getting a casualty report going." And we had to get the vRED data which is the electronic version of the DD93 so that we could do a full report or a casualty report to AFPC. That's basically just to give a one liner on what happened and then we did that and yeah we just had to find out the next of kin information and AFPC and OSI worked to get information for us to do that. Along with the AFROTC Commander out at Maxwell or something like that.

SIB President: Okay. So it sounds then like your involvement was simply—I guess the typical stuff we would associate with mortuary affairs—of just getting information about the incident, about the deceased, passing that along in the process.

Witness: Exactly. Exactly.

SIB President: Okay. So then no other involvement when you were in the WOC?

Witness: I was in there for like maybe ten or fifteen minutes.

SIB President: Okay.

Witness: They were just in there going through a bunch of, I guess contingency checklists or something? I have no idea. Something that's above my head.

SIB President: Okay so do you know if the cadets—the statuses of the cadets as far as active duty or something else? Or is that outside of your—

Witness: So we found uh—so we did not—we were under the impression that they were in a duty status. What we found out was—I got a call from the casualty services branch and Mr. _____ up there at AFPC—causality matters division. And he's very technical, he's very smart—a lot of the stuff went over my head. But essential what I gathered from him was "tread lightly on this because we're not sure if this person is in like a benefits kind of status" or something like that. I just escalated that up to Major _____.

SIB President: Do you remember what office he's at from AFPC?

Witness: D-P-C-F? No—D-P-F-C.

SIB President: And Mr. _____ ?

Witness: Yeah. And I'll reiterate, he's very technically, very knowledgeable. I mean it was a lot of information so. But that's what I gathered from the conversation. And I think he had been—you know—I—yeah—I don't know how he—I don't know where he was or—yeah I don't know how he yeah.

SIB President: So how did you get connected with him?

Witness: So I submitted the casualty report and called the—so I submitted the casualty report and at some point he called and he was like "hey make sure people are talking about benefits."

SIB President: Okay.

Witness: Because it's sounding like the family might not—they might, at some point, be unhappy because there might not be benefits you know?

SIB President: Gotcha. Do you know his first name by chance?

Witness: . He goes by .

SIB President: Of course. Okay I think I'm good then. So you submitted your report and basically you were done.

Witness: Correct, correct. Yeah so after I got that call, I essentially---there's basically a casualty umbrella you know. There's the casualty services which—that's me--is the reporting the benefits and the entitlements. And then mortuary. They do their own thing. And so they do their own thing and once I was told to essentially standby then I---extracted myself from the situation because I didn't want to be in the position of—maybe promising? Or not promising to something, to somebody who—you know—essentially bring discredit on the Air Force so yeah.

SIB President: Right okay. And I've been trying to do the same thing with Major but she's been out processing and not feeling well today. Did she have more involvement than you or?

Witness: I don't know. I don't know so she's when there's a casualty on some occasions—I could get five phone calls from---five different offices on the base all at the same time.

SIB President: Right.

Witness: The most efficient way to run a casualty is for me to do what I got to do and to run things through the OPS O. She escalate to the FSS Commander or whoever—so that—I'm not being bombarded. So I can do what I need to do. So everything I just escalate up through her.

SIB President: Okay, alright. Then we will still talk to her and see if she's got any other details that perhaps you were not privy to. I don't have any more questions, do you? You're good?

SIB Advisor: Yeah.

SIB President: Okay let me read this concluding statement real fast. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information and thank you sir for your time.

Witness: Alright you guys have a nice day out here.

**R24. TSGT INTERVIEW
R24.1. NON-PRIVILEGED STATEMENT**

NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS DOCUMENTATION

Instructions:

For Recorded Interviews complete all sections of **Part I** and **Part II** prior to conducting a recorded interview. Ensure the witness signs Part I. This must also be accomplished for follow-on interviews. Complete all sections of **Part III** prior to conducting the recorded interview. Read the **Part III** script into the recording at the beginning of the interview. This must be accomplished before every recorded interview. **Attach Part I and Part II to the transcript when uploading exhibits.** Do not attach Part III to the transcript when uploading exhibits.

For Written Statements complete all sections of **Part I** and **Part II** prior to taking a written statement. Ensure the witness signs Part I. Have the witness fill out **Part IV**. Use continuation pages as necessary. If a witness arrives with a pre-written statement there is no need to have them rewrite the statement. Instead, attach the pre-written statement to Part I and II instead of the pre-printed Part IV. This must also be accomplished when obtaining additional written statements. **Attach Part I and Part II to the written statement when uploading exhibits.**

Non-Privileged Witness 20200813

I. NON-PRIVILEGED (NON-CONFIDENTIAL) WITNESS AGREEMENT

19 Jul 2022

(Date)

I, TSgt, 366 LRS, have been advised by MSgt,
(Name, Grade, Organization, of Witness) *(Name of Investigator)*

a US Air Force safety investigator, regarding a mishap that occurred on 24 June 2022 involving
(Mishap Date)

a(n) Humvee Rollover, of the following:
(Equipment & Serial Number)

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

b. I understand I am providing statement(s), written and/or oral, for this safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

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

— TSgt/86
Name (Last, First, MI) and Rank/Grade
Ground Transportation NCOIC
Date Title
— *Signature* —

II. WITNESS CONTACT INFORMATION

from discussing your testimony and any information shared with you today regarding this mishap to avoid the possible spread of incomplete and counter-productive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

Non-Privileged Witness 20220217

HMMWV, S/N 157874, 24 JUNE 2022

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R24.2. INTERVIEW TRANSCRIPT

Interview with TSgt 20220719 0900

SIO: This is a non-privilege interview with TSgt . Being conducted on Tuesday 19 July, 2022 at approximately 0900 MST by MSgt for the Safety Investigation Board convened for the recent mishap. We are investigating the mishap involving a Humvee rollover that occurred on 24 June, 2022. This investigation is being conducted under the provision of 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent reoccurrence. The promise of confidentiality, has not been extended to you by the investigative board or the board president. Your statement will be releasable to any subsequent investigations of the mishaps such as the accident investigation board or a commander directed investigation. And may be releasable to the public pursuant of the freedom information act request. While your statement will be used for mishap prevention by this safety investigation board. Those other investigations and releases may be used for any purpose, not just mishap prevention. Do you understand these conditions I just explained?

Witness: Yes sir.

SIO: Do you understand that a promise of confidentiality, has not been extended to you?

Witness: Understand.

SIO: For the record, would everyone introduce themselves by stating your name, rank and affiliation to the board, starting with the witness.

Witness: TSgt . Witness.

SIB President: . Colonel. SIB President.

SIO: MSgt . Investigating Officer.

SIB President: Alright Sergeant can we start off with--do you know what size of van was issued for these cadets visit?

Witness: Yes so it was a 15 passenger van.

SIB President: Two of them, is that right?

Witness: Yes sir.

SIB President: What is the process for issuing out those vans?

Witness: We get a request from the Vehicle Control Official—in this case it was Captain . Who was their rep while the cadets were here doing their visit. We have periodic requests going on with them now. So we have vans set aside after we picked them up from Boise Airport that we released to Captain and then he then releases them to the cadets.

SIB President: Okay so he came and checked them out? Then somehow arranged the transfer over to them.

Witness: Yes sir.

SIB President: Is a GOV license required for those vans?

Witness: No sir. Just a state driver's license.

SIB President: Where is that codified? Is that in a piece of policy, AFI or something?

Witness: AFI 24-301. Ground Transportation.

SIB President: Okay which I just so happen to have a copy of right in front of me. It says in paragraph 5.4.6.1. "Operation of non-tactical Air Force GMV's where the gross vehicle weight rating is less than 26,000lbs designed to transport 8 passengers or less and does not have a standardized AFQTP only requires a valid state motor vehicle operator's license and a valid DOD issued common access card. No further licensing is required." So I read that and it says "8 passengers or less." So how does the 15pax van qualify?

Witness: So further in that into CDL it'll have 16 or more passengers requires a CDL. In between that there is no further training for a 15 passenger van. Cause under 16 passengers but it's over 8. I understand it's contradicting.

SIB President: Yeah. I thought that was maybe kind of a gap that's not really covered between 9-15 passengers. Kind of seems to be—not covered—as you said in here. So that's how LRS translates this—15 or less no required special training, 16 or more now we're talking CDL.

Witness: Yes sir.

SIB President:

Witness:

SIB President: Okay I think you answered all the questions that I have. Sergeant do you have any others?

SIO: Just to recap—just want to make sure I got it all. So this AFI actually kind of contradicts itself because in the beginning it says that it requires it but later on it says that it doesn't and says when it is required.

Witness: Right.

SIO: CDL. What is that again?

Witness: Commercial Driver's License.

SIO: So what about—educate me. For instance for CE. For anyone that operates anything other than a regular special general purpose GOV—do they have to have a CL license to operate a forklift or bucket truck or something along those lines?

Witness: So a forklift—that's in material handling equipment. So that's its own category. Different category. But for like dump truck, bucket truck, tractor trailer, bus, R11's and even a FedEx minivan carrying hazardous material—requires a commercial driver's license and that's training we offer at Ground Transportation.

SIO: So it just depends on how it's categorized for a CDL license. On the driver's license on the back do they still do it where on the back they have everything you're qualified to—

Witness: I have one on me. Actually I have two on me. So on the government driver's license you'll have an endorsement for the CDL. So I have two because I've been everywhere. On the top left it'll say.

SIO: Oh okay. And these are all of the ones you're able to operate?

Witness: Yes sir.

SIO: And these are not just the vehicles that you can drive but equipment as well.

Witness: Yes. Forklift as well.

SIO: So then people who are planning to operate a 15pax van they don't need a—

Witness: They don't need a government driver's license. Just a stateside driver's license. Then the Vehicle Control Official would keep—if they wanted to do the additional training with the qualification training package, they can document and say that they've done it. In a journal entry or whatever training they keep track of. There's nothing at licensing that tells us “let me check that you've read the lesson plan.”

SIO: Oh you don't have to validate all that stuff.

Witness: Correct.

SIO: So if somebody comes in—they could have a 171 and—

Witness: To get something added to their license?

SIO: Yeah and as long as it was signed by trainer—their VCO?

Witness: Their trainer and their Vehicle Control Official that certifies that they have the training. But they don't need to do it for general purpose vehicles, 15pax, none of them.

SIB President: I came up with another two questions actually. Are you the individual that worked with Captain [redacted] and checked the vehicles out to him? Or was it someone else?

Witness: My office did—I'm responsible for the dispatch office on base. So all vehicle requests do come through our office. So yeah I did approve it.

SIB President: To follow onto that. Who did you expect was going to drive these vans?

Witness: I spoke with Captain about if the cadets—cause I was trying to find a way to say no—cause in our old AFI before it was revised—cadets and recruiters you know cause there's categories for every single one. It used to have 'This person is not allowed.' "This person's not allowed." I couldn't find that. And in our AFI it's very vague on how to support the mission. So that's how we determine if it's authorized or not. Since they were conducting mission operations here—viewing the base for their immersion—we authorized it. I talked with Captain about it and said as long as someone with a stateside driver's license is driving these vans, then that's fine. And that was verbal.

SIB President: Okay. So based on that it could've been the cadre—there was a Major and a Lt Col part of that group and there was 19 cadets. According to what you just said any of those 21 people were allowed to drive those vans?

Witness: Yes.

SIO: You mentioned the old 24 series AFI 301 stated that there wasn't—do you happen to know how far back it was changed?

Witness: More than 5/6 years ago maybe? It used to be 3 times as thick. They made it more open to saying "yes" rather than saying no. Because there's 3 questions on there. Does it support the mission—does it hinder the mission and so on. Then it'll reference the DOD Manual 4500.36R. In closure 5 it will have everything about licensing and who is able to get vehicles to do what with. Then that thing covers all four branches.

SIB President: So I just pulled out AFMAN 24-306 and in chapter 3—are you familiar with that one?

Witness: I am familiar with 306 yes.

SIB President: Okay so in here paragraph 3.1.2 talks about ROTC Cadets and says that the only ones that are allowed to use that are the cadets under contract and have a military CAC. So that would typically apply to juniors and seniors. Your junior year's when you sign a contract typically. That's when they become eligible to receive a CAC unless they were like a military dependent or something.

Witness: Oh okay. I did not read this part.

SIB President: Up here it says that Air Force Academy Cadets are considered military and they don't have any restrictions.

Witness: Yes sir thank you for that piece. I was trying to look for—just to have something black and white saying that I can or cannot do this.

SIB President: Figured I'd help out. Okay cool I don't have any more questions.

SIO: If no one has any further questions, we're going to conclude this interview. I'd like to remind you again that you are not offered a promise of confidentiality and that your statement is not privileged and will be released to any follow on investigation of this mishap and may be releasable to the public subject to the freedom of information act. We request that you refrain from discussing your testimony and any information shared with you today regarding the mishap to avoid the possible spread incomplete and counterproductive information until the board has adjourned. Notify the board immediately if you become aware of a possible release of information. Thank you for your time.

TAB S

RELEASEABLE PHOTOGRAPHS, VIDEOS, AND DIAGRAMS

S1. RELEASABLE DIAGRAMSS-2

S2. RELEASABLE PHOTOGRAPHS.....S-6

S1. RELEASABLE DIAGRAMS



Saylor Creek Range Road Addition



Legend

- ▲ Tower_P
- RoadCenterline_L
- - - Fence_L
- Site_A

Document Path:



Mountain Home AFB, Idaho
 Department of the Air Force
 Prepared BY: 366 GES/CEN/ME
 Coordinate System:
 WGS 1984 UTM Zone 11N
 Date: 7/19/2022



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HMMWV, S/N 157874, 24 JUNE 2022
 S-2

Diagram of Saylor Creek Bombing Range



Saylor Creek Range



- Legend**
- ▲ Tower_P
 - RoadCenterline_L
 - Fence_L
 - Structure_A
 - Building_A
 - Site_A
- Document Path:


Mountain Home AFB, Idaho
 Department of the Air Force
 Prepared BY: 366 GES/CENME
 Coordinate System:
 WGS 1984 UTM Zone 11N
 Date: 7/19/2022

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HMMWV, S/N 157874, 24 JUNE 2022
S-3

**Enlarged Diagram of Saylor
Creek Bombing Range**

“a 100,000 acre bombing & training range”

Saylor Creek is a 100,000 acre bombing and training range in southern Idaho. It is associated with Mountain Home Air Force Base, located 25 miles north of the range, but is used by aircrews from other bases as well. The range is primarily used by flying forces, training for air to ground warfare, and is covered with simulated hostile radar facilities, most of which are moveable electronic "threats," like those used on the Nellis Range in Nevada and elsewhere. Simulated surface to air missile batteries, employing "Smokey SAM" simulated rockets, are in use on the range. Visual targets, electronic warfare training, and live bombing are also components of the range's function. The Air Force has made numerous attempts to expand the range, efforts normally defeated by



WEB

Saylor Creek Range

Hwy 51
Bruneau, Idaho
83604 USA

Screenshot of SCBR Information

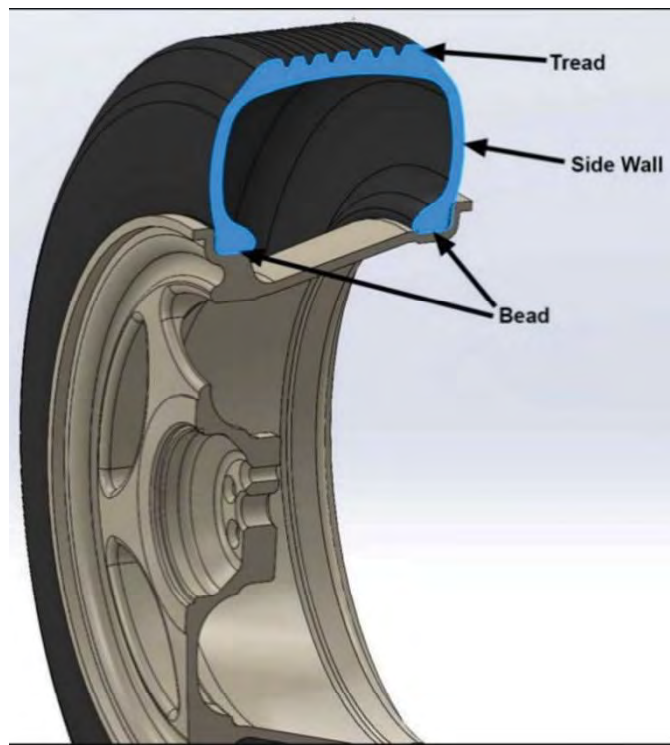


Diagram Depicting Side Wall and Bead of a HMMWV Tire

S2. RELEASABLE PHOTOGRAPHS



Stock Photo of HMMWV



Photo of MV at Mishap Site



Photo of MV at Mishap Site



Photo of MV at Mishap Site



Photo of MV at Mishap Site



Photo of MV at Mishap Site



Photo of MV Right Rear Wheel



Photo of MV Right Front Wheel



Photo of Range Targets at SCBR



*HMMWV, S/N 157874, 24 JUNE 2022
S-15*

Photo Depicting Lack of Safety
Device Use at SCBR



Photo of Tire Marks from HMMWVs
at the Range Tower Site



Photo of Tire Marks from HMMWVs
at the Range Tower Site



Photo of MV and Tire Skid
Marks at Mishap Site



Photo of MV's Tire Skid Marks
at Mishap Site



Photo of MV's Tire Skid Marks



Photo of SCBR from Range Tower
Looking toward Main Range Building



Photo of MV's Tire Skid Marks



Photo of MV and Tire Skid Marks



HMMWV, S/N 157874, 24 JUNE 2022

S-24

Photo of SCBR Road Between Range
Tower and Main Range Building

TO ADJUST SEAT

1. LIFT SLIDE SET BAR AND MOVE SEAT FORWARD OR REARWARD TO DESIRED LOCATION

2. LIFT ADJUSTER KNOB TO RAISE OR LOWER SEAT TO DESIRED HEIGHT



| | |
|---------------|--------|
| SERIAL NO. | 157874 |
| OVERHAULED AT | DATE |
| 15 JUN 2013 | 9/13 |
| MWO APPLIED | DATE |
| 1234567890 | 6/13 |
| | |
| | |

TRUCK, UTILITY: HEAVY VARIANT
10300 GWW, 4X4, W/E M-1097A2

19207-8750315 - MFR- AM GENERAL

MFR'S. SERIAL NUMBER - 157874

REGISTRATION NUMBER - NG4JX3

NATIONAL STOCK NUMBER - 2320-01-380-8604

VEHICLE CURB WEIGHT - 5600 LBS

PAYLOAD MAXIMUM - 4400 LBS

GROSS WEIGHT MAXIMUM - 10300 LBS

DATE OF DELIVERY - 1994

CONTRACT NUMBER -

U.S. PROPERTY



HMMWV, S/N 157874, 24 JUNE 2022

S-26

Photo Showing Self-Tapping Screw
on MV's Mirror



*HMMWV, S/N 157874, 24 JUNE 2022
S-27*

Photo of MV at 366 LRS Garage



Photo of MV at 366 LRS Garage



Photo of MV's Doors

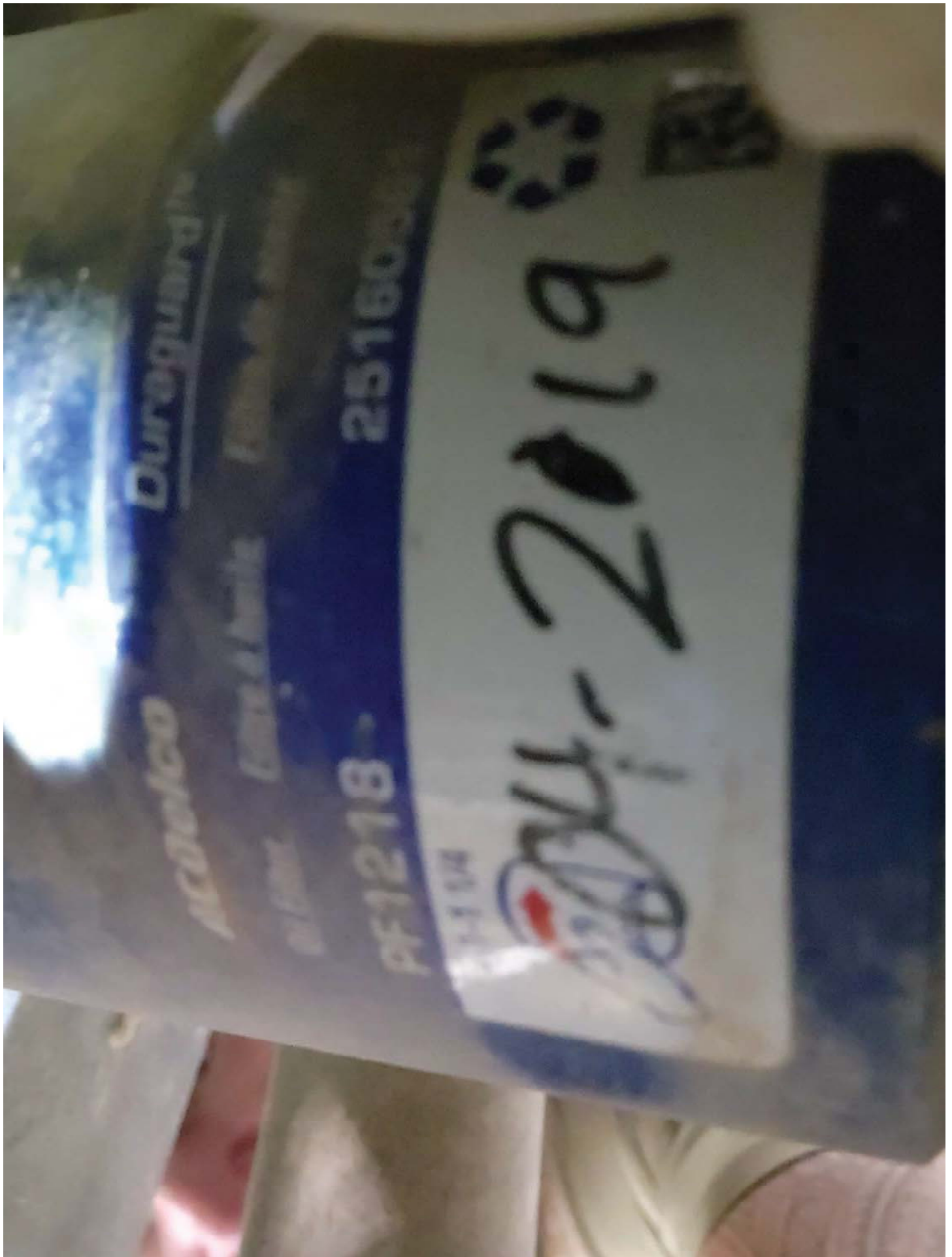


HMMWV, S/N 157874, 24 JUNE 2022
S-30

Photo of MV's Bent Right
Rear Wheel



Photo of MV's Air Filter





HMMWV, S/N 157874, 24 JUNE 2022

S-33

Photo of MV Showing
Fuel Leakage



HMMWV, S/N 157874, 24 JUNE 2022

S-34

Photo of MV's Wheel Hub Assembly



Photo of MV Tire Stating "Do Not Mix Load Range D and E Tires"



HMMWV, S/N 157874, 24 JUNE 2022

S-36

Photo of Load Range D Tire
on MV

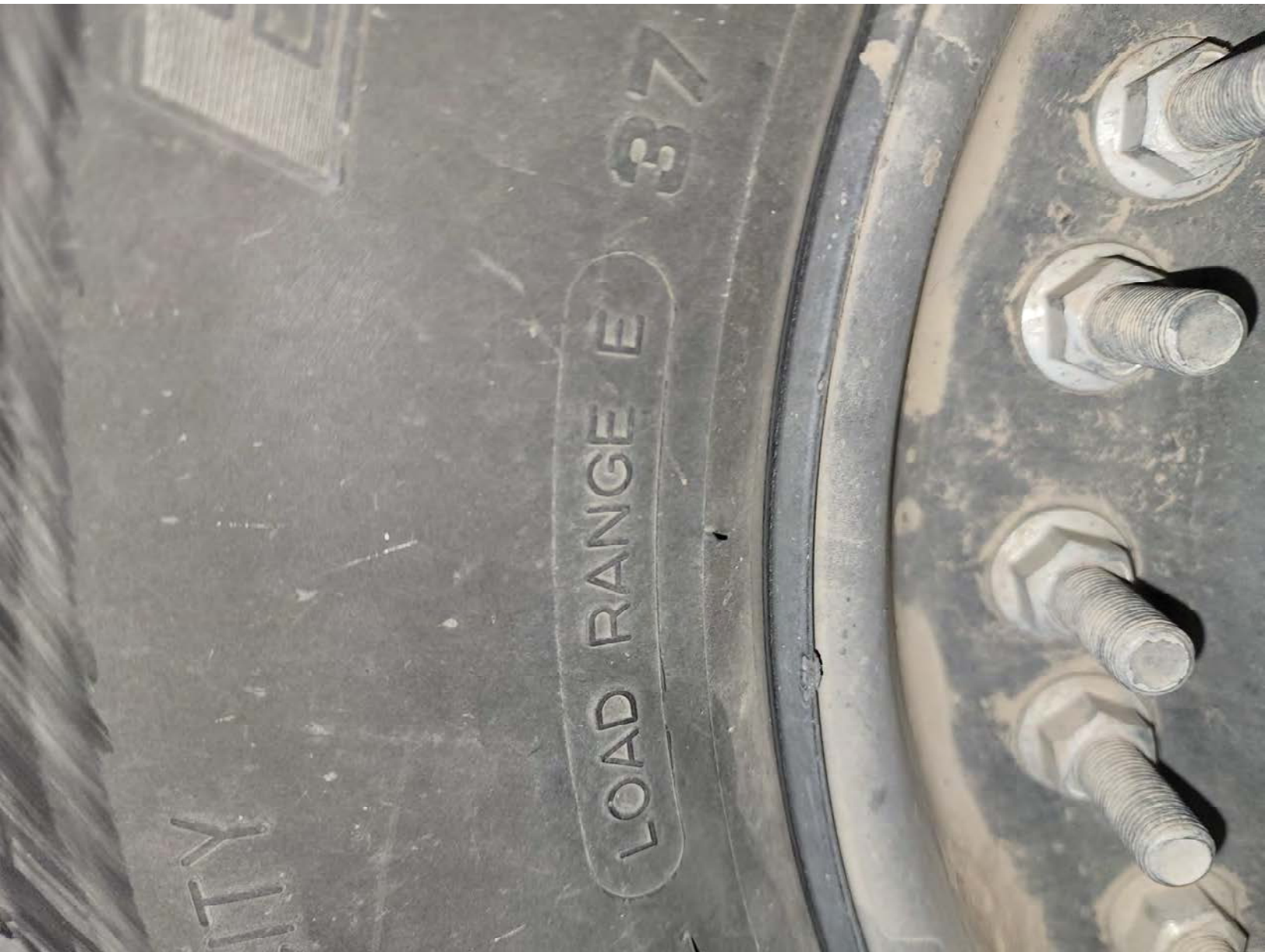


Photo of Load Range E Tire on MV

INTENTIONALLY

LEFT

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TAB T
NOT USED

INTENTIONALLY

LEFT

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U1. MEMORANDUM ON MECHANICAL OPERABILITY

TAB U

MAINTENANCE RECORDS AND DATA NOT INCLUDED IN TAB D

U1. Memorandum on Mechanical Operability U-2

MEMORANDUM FOR RECORD

FROM: HMMWV Maintenance SME, Ground Accident Investigation Board

SUBJECT: Mechanical Operability of Vehicle for 24 June 2022 Mishap M1097A2, HMMWV S/N 157874

1. The purpose of this memorandum is to provide a statement of mechanical operation by documenting the post-accident condition of the Mishap Vehicle (MV) pertaining to the High Mobility Multipurpose Wheeled Vehicle (HMMWV) rollover at the Saylor Creek Bombing Range near Mountain Home Air Force Base, Idaho on 24 June 2022. This review is IAW AFI 51-307, *Aerospace and Ground Accident Investigations*, Paragraph 11.2.9.
2. I served on the GAIB investigation as the HMMWV Maintenance Subject Matter Expert. I have served in the Maintenance career field for approximately 14 years. In this capacity, I hold more than four years of experience specifically maintaining HMMWVs in various climates and weather conditions, including a Joint Expeditionary Training tasking in Afghanistan that included 15 HMMWVs. Additionally, since approximately June 2021, I have served as the NCOIC for Vehicle Maintenance at Camp Bullis, which oversees the training of repair for HMMWVs.
3. As part of the GAIB investigation, I personally inspected the MV by completing AF Form 4354. In this matter, the mishap resulted in the death of Mishap Cadet One (MC1) and minor injuries to two Cadets, hereafter known as Motor Vehicle Operator (MVO) and Mishap Cadet Two (MC2). Below are my specific findings:
 - a. **Seatbelt:** When MV rolled, it rotated on its passenger side onto its roof. As MV hit the ground, it bent the passenger side B-pillar at multiple points. The seatbelt retractor is bolted to the lower portion of the B-pillar for both driver and passenger side front seat positions. The bending and twisting of the B-pillar compromised the operability of the passenger front seatbelt retractor. As a result of the retractor being compromised, it is undetermined whether the retractor was operable at the time of the mishap. This indicates that the seatbelt was in the fully retracted, resting position at the time of the mishap. As part of the investigation, the Safety Investigation Board cut all seatbelts for testing. When pieced together, the two cut segments of the passenger front belt align in the fully retracted position, which is further evidence that the front passenger seatbelt was in the fully retracted position at the time of the mishap. Additionally, the passenger front seat belt buckle assembly was missing its outer housing. Due to the buckle's placement in the center of the vehicle, coupled with the fact that no other seatbelt buckle assemblies sustained damage, the passenger side buckle housing was more likely than not missing prior to the mishap. Next, I latched the male side of the buckle into the buckle assembly multiple times and found it did not latch every time. If I adjusted the male part, then it would latch. If it latched 100% of the time post mishap, then it is highly likely that the buckle would have been operational prior to the mishap. In either event, the missing buckle housing is a safety deficiency that would have prevented use of the HMMWV until replacement occurred.

b. **Vehicle Operation:** I conducted a condition inspection of the vehicle and tested certain mechanical systems for component failures that could have caused steering or brake issues connected to the mishap. The test consisted of servicing systems to their appropriate fluid levels, including power steering fluid, brake fluid, and oil. This was done because MV leaked fluids while upside down at the mishap site. Due to the leaking at the mishap site, MV's fluid levels at the time of the mishap are undetermined. The engine started properly and MV was driven short distances. All components in the steering and braking system operated correctly post mishap. However, testimony from multiple cadets described the steering as delayed and the brakes as sensitive. It is therefore possible, based on their testimony and the fact that MV drove properly when serviced to the correct fluid levels, that the power steering fluids were low at time of mishap. The steering and power brakes are linked on this vehicle utilizing a power steering pump. The pump powers the steering gear box and brake system using a hydraulic booster in a closed loop system via hydraulic lines. The lack of fluid, or introduction of air, into the closed loop system can cause steering delays and sensitivity with braking. Finally, there are documented ground safety action messages regarding batches of hydraulic lines that turn "soft" and flex, causing a delay in steering and the creation of a drifting effect. It is unknown if MV's hydraulic lines were ever inspected.

c. **Tires:** Depending on the variant, HMMWVs can be equipped with different load range tires. However, a HMMWV should not be equipped with a combination of different load range tires. Due to differences in tire construction, mixing them on a vehicle can cause traction differences, which could create hazardous driving conditions. Structurally, the lower range tire (load range D) located on the passenger front position, is thinner in overall construction than the other tire (load range E). The thickness of the tire, depending on the tire's air pressure, impacts the ability of the tire to grip the ground surface. Assuming air pressure in the tires were equal, load range D tires have less grip than the load range E tires because there is less tread contacting the ground. The tire air pressure at the time of the mishap cannot be discerned because during the mishap the tires dug into the ground sideways and lost air from the beads being breached. It cannot be determined whether matching load range tires would have prevented the mishap. However, the load range D tire located on the front passenger side would have not maintained traction as well as the other load range E tires located in the other three positions. Such a difference in traction could have caused loss of control under emergency braking as the tire with more grip would cause the vehicle to pull to that side.

d. **Doors:** During the mishap, MC1 was ejected from the front passenger side door, not the roof or window. MC1 was not ejected via the roof because the canvas roof remained intact and untornd from the roof structure after the mishap. Had MC1 been ejected through the roof, there would be noticeable tears in the roof. MC1 was not ejected through the window because the inspection found the front passenger side window to be fully zipped. Had MC1 been ejected through the window, there would be evidence of the window torn from the canvas and folded to the outer part of the door. The post mishap inspection did find torn canvas on the front side passenger door, but the window was torn and pushed to the inside of the door when it was crushed. Instead, the evidence indicates that MC1 was forced into the front passenger side door, causing the latch to fail and the door to open, ultimately ejecting MC1 out of MV. While it cannot be determined whether the latch was compromised prior to the mishap, the cause of the

latch failure may have been due to improper alignment. Improperly aligned doors can create significant strain on the latch assembly and can cause the latch to crack, leading to failure. Here, the front passenger side door latch was broken in two pieces, indicating the door latch failed and the front passenger side door swung open and out during the mishap. Additionally, the cadets stated that the doors were difficult to latch prior to the mishap. Furthermore, other range support HMMWVs at Saylor Creek Bombing Range were inspected. Multiple HMMWV latched doors were able to be opened when pulled from the outside, which indicated compromised latches. Some of these latches also had visible cracks. Finally, the front passenger door was crushed on its side, illustrating that it was the first part of the vehicle to hit the ground. The rear passenger side door did not sustain the same damage and was only slightly distorted because it remained in the closed position. Therefore, all evidence collected points to MC1 being ejected through the door due to a compromised door latch combined with the force at which she was thrust against the door. However, it cannot be said with certainty a latch in proper working order would have prevented MC1 from ejecting through the door.

4. The above information is based on my training, experience, and personal inspection of the vehicle.

, SSgt, USAF
502d LRS/LGRV NCOIC

TAB V

WITNESS TESTIMONY AND STATEMENTS

| | | | |
|------|--------------------------------------|------------|--------|
| V1. | VERBATIM TESTIMONY OF CADET MVO | (MVO)..... | V-1.1 |
| V2. | VERBATIM TESTIMONY OF CADET MC2 | (MC2)..... | V-2.1 |
| V3. | VERBATIM TESTIMONY OF CADET CD1 | ..... | V-3.1 |
| V4. | VERBATIM TESTIMONY OF MR. CURTIS ROO | (ROO)..... | V-4.1 |
| V5. | VERBATIM TESTIMONY OF LT COL OSS | ..... | V-5.1 |
| V6. | VERBATIM TESTIMONY OF MR. RTO | (RTO)..... | V-6.1 |
| V7. | VERBATIM TESTIMONY OF MR. CON1 | ..... | V-7.1 |
| V8. | VERBATIM TESTIMONY OF MR. OSOR | ..... | V-8.1 |
| V9. | VERBATIM TESTIMONY OF CAPT PJ1 | ..... | V-9.1 |
| V10. | VERBATIM TESTIMONY OF CAPT PJ2 | ..... | V-10.1 |
| V11. | WRITTEN RESPONSE OF LT COL RS1 | (RS1)..... | V-11.1 |
| V12. | WRITTEN RESPONSE OF MAJ RS2 | (RS2)..... | V-12.1 |
| V13. | SUMMARIZED TESTIMONY OF MR. LGRM | ..... | V-13.1 |
| V14. | SUMMARIZED TESTIMONY OF MR. SE | ..... | V-14.1 |
| V15. | SUMMARIZED TESTIMONY OF MR. VMS | ..... | V-15.1 |
| V16. | SUMMARIZED TESTIMONY OF LT SJA | ..... | V-16.1 |
| V17. | SUMMARIZED TESTIMONY OF CAPT FS | ..... | V-17.1 |
| V18. | SUMMARIZED TESTIMONY OF COL AFROTC | ..... | V-18.1 |
| V19. | SUMMARIZED TESTIMONY OF COL MDG | ..... | V-19.1 |
| V20. | SUMMARIZED TESTIMONY OF LT COL CMS | ..... | V-20.1 |
| V21. | SUMMARIZED TESTIMONY OF LT COL HLM | ..... | V-21.1 |

V22. SUMMARIZED TESTIMONY OF MAJ OMRS V-22.1
V23. SUMMARIZED TESTIMONY OF MAJ MO V-23.1
V24. SUMMARIZED TESTIMONY OF MR. CAR V-24.1
V25. SUMMARIZED TESTIMONY OF TSGT LRS V-25.1

VI. TESTIMONY OF CADET MVO (MVO)

VERBATIM TESTIMONY OF

CADET^{MVO}

PRESIDENT: Good morning^{MVO}. Can you hear me fine?

WITNESS: Yes sir.

PRESIDENT: Okay. Thank you for joining us today. Appreciate your time. So today just want to ask you a few questions. Before I do that, there's some scripted stuff I read first. So please listen to what I'm reading to you so that you can answer the questions based on what I'm reading. Along the way, if you can hear me along the way, let me know. If you have questions, along the way, don't hesitate to pause and ask a question along the way. Do you understand?

WITNESS: Yes, sir.

PRESIDENT: Okay, thank you.

PRESIDENT: I'm Brigadier General Lyle Drew the Ground Accident Investigation Board President. I'm investigating the ground accident that occurred on, 24 June 2022, near the Saylor Creek Bombing Range. This investigation conducted under Air Force Instruction 51-307 is separate and apart from the safety investigation conducted under Air Force Instruction 91-204. This Ground Accident Investigation is legal investigation that was convened to inquire into all facts and circumstances surrounding the ground accident to prepare a publicly releasable report, and to obtain and preserve all available evidence for use and litigation claims disciplinary actions, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you gave before the safety investigation board will be kept confidential. If you were so advised, and can be used only for mishap prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board. You may not state that you gave any particular information to the safety board under a promise of confidentiality. This interview will be recorded and may be transcribed verbatim. Your sworn testimony to the Board may be used for any proper purpose. Additionally, your testimony can be released to the public. I advise you that under the Fifth Amendment to the United States Constitution you have the right to remain silent. That is to say nothing at all. Any statement you make oral or written may be used as evidence against you in a trial or in other judicial or administrative proceedings. You have the right to consult with a lawyer, if you desire and to have a lawyer present during this interview. You may obtain a civilian lawyer of your own choosing at your own expense. You may request a lawyer at any time during this interview. If you decide to answer questions, you may stop the questioning at any time.

PRESIDENT: Do you understand your rights?

WITNESS: Yes, sir.

PRESIDENT: Do you want a lawyer?

WITNESS: No, sir.

PRESIDENT: Are you willing to answer questions?

WITNESS: Yes, sir.

PRESIDENT: Having been duly sworn and advised of the allegations of his rights under Fifth Amendment, including his right to counsel and having acknowledged his understanding of those rights and having affirmatively waive those rights. The witness testifies as follows. It is 0806 on 12 August 2022. We are currently located at Mountain Home Air Force Base, Idaho. The following people are present in this interview. Beside myself I have a few subject matter experts joining me today I have Colonel _____, who is our medical expert. I have Major _____, who is our legal expert. I have Captain _____, who is our recorder. I have Sergeant _____ and Sergeant _____, who are our Ground Transportation and Vehicle Maintenance experts. Do you solemnly swear or affirm that the testimony you're about to give in the matter now under investigation shall be the truth the whole truth and nothing but the truth so help you God?

WITNESS: Yes, sir.

Q1 (PRESIDENT): Okay, can you please state your cadet rank year and your name?

A1 (WITNESS): I'm Cadet ^{MVO} _____, Cadet Third Class, I will be sophomore in the fall.

Q2 (PRESIDENT): At what school are you attending?

A2 (WITNESS):

Q3 (PRESIDENT): And how long have you been a cadet?

A3 (WITNESS): For one year, sir?

Q4 (PRESIDENT): Are you a contract cadet? Meaning on scholarship.

A4 (WITNESS): Yes sir.

Q5 (PRESIDENT): You previously provided a non-privileged statement to the Safety Investigation Board personnel. As I stated before the Accident Investigation Board is a process separate and apart from the Safety Investigation. I'll give you an opportunity to review the testimony provided during the Safety Investigation under oath. Would you like to adopt that statement as part of your testimony today?

A5 (WITNESS): Yes sir, I do. I would like too.

Q6 (PRESIDENT): Okay. All right. Now, I'm just going to jump into some questions that have to do with the day of the incident. Once again, if you have questions along the way, or if you don't want to answer any of the questions, please let me know. Okay, what were you briefed before taking control of the HMMWV?

A6 (WITNESS): So sir, I know that we were briefed, how to like start it, I guess how to drive and then convoy. How to, like, keep distance from each other. After that, unless I forgot, I don't remember anything else. So.

Q7 (PRESIDENT): Do you remember how long that brief was?

A7 (WITNESS): Ugh...Like maybe five minutes?

Q8 (PRESIDENT): And were you in the driver's seat when that brief was first given? Or were you a passenger, at the time when that brief was first given?

A8 (WITNESS): I was not in the driver's seat. I was actually I believe we were all in like a little like, we were not in the HMMWV yet. We were all like in a circle. And they were talking to us before we even like got into the HMMWV and briefing us before as I remember.

Q9 (PRESIDENT): Do you remember if it was personnel that worked at the range that briefed you? Or if it was the Air Force ROTC officer escorts that briefed you?

A9 (WITNESS): It was the Range Manager. I believe.

Q10 (PRESIDENT): Okay, thank you. Did your seatbelts work in all the HMMWVs and seats that you occupied while in a HMMWV?

A10 (WITNESS): Sir, from what I remember, there were no seatbelts in the back, but I believe there were seatbelts in the drivers and the passengers and from my understanding the all the seatbelts worked. I didn't get to drive in every HMMWV, so I can't confirm that. But I know the ones I was in, I believe that seatbelts work.

Q11 (PRESIDENT): Did you wear a seatbelt in every position that you sat in the HMMWVs that you were either a passenger or a driver?

A11 (WITNESS): Yes, sir. I did.

Q12 (PRESIDENT): So all the seats that you sat in the seat belts were operational?

A12 (WITNESS): Yes, I believe so.

Q13 (PRESIDENT): Okay, want to ask you more specific question. Was the seatbelt in the front passenger seat of the roll over HMMWVs operational?

A13 (WITNESS): Sir, I believe so...I believe, I believe so. I'm not exactly sure on that.

Q14 (PRESIDENT): Did you sit in that position while you were in that HMMWV?

A14 (WITNESS): I don't, I don't remember. I know that I was... I was in the driver's seat. And I think I might have been back, I just don't remember if I was in that seat. And I don't know if I even wore it. Because if I was in that position, I wouldn't have, I wasn't like, we weren't driving. We were just like going around by the tower. So I don't know if I put it on.

Q15 (PRESIDENT): Okay. Do you remember if the doors operated properly?

A15 (WITNESS): They, I don't know if it's proper or not, because I've never had an experience with a HMMWV, but they were like it was, like kind of hard to shut them, but you could get them to shut. So I would say yes, they operated like, they did like they were able to close but it was just kind of hard. I think all of us didn't have experience with it.

Q16 (PRESIDENT): When you mentioned the word able to shut it. Do you mean to completely latch it or just to close it?

A16 (WITNESS): Completely latch it.

Q17 (PRESIDENT): Did you hear anyone raise a concern that the seat belts or doors may not have been an operational condition?

A17 (WITNESS): Sir, I didn't really hear anybody with concerns, I guess people were like, they talked about it. But it wasn't like a concern. It was like, Oh, this is hard to shut. The door was hard to shut. And then the seatbelt-wise, I don't think people were really concerned about that.

Q18 (PRESIDENT): With respect to the HMMWV that you drove that was the incident vehicle, how did the steering feel to you?

A18 (WITNESS): So the steering felt normal, it didn't feel that much different from a car. It was like, definitely, I think it was a little more sensitive, and since like the HMMWV a little bigger, it just feels different steering, but it didn't feel like it was, like faulty or anything.

Q19 (PRESIDENT): How did the brakes of the HMMWV feel to you?

A19 (WITNESS): They felt fine. There was no, I didn't feel any problems with the brakes.

Q20 (PRESIDENT): Did you see Cadet ^{MC1} wear a seatbelt, when she was driving or riding in the HMMWV? That you were both in?

A20 (WITNESS): I did not see, no.

Q21 (PRESIDENT): Meaning you did not observe it, or you saw that she did not wear it?

A21 (WITNESS): I did not observe it, I think, while, when she was in the passenger, when I think when she was in the passenger, I don't believe she wore it. And while we were like near the tower, I'm not sure if we wore it, like I said like we were switching spots. So I'm not sure if we wore them, but while we were driving, I can't like confirm that she did or not like just driving from the range, like from the building to the tower, and then from the tower back. She might have had it on but, I can't confirm that.

Q22 (PRESIDENT): I just want to clarify you said when she was a passenger, did you mean a passenger in the backseat? Or a passenger in the front seat?

A22 (WITNESS): A passenger in the front seat. I don't believe there was like, I don't know about all the HMMWVs, I don't believe there was seatbelts in the back from my understanding.

Q23 (PRESIDENT): So you are not sure if Cadet ^{MC1} was wearing a seatbelt while she was in the front passenger seat of the HMMWV?

A23 (WITNESS): No, I'm not sure.

Q24 (PRESIDENT): At any point during your visit to the range did you receive any sort of knock it off? Or additional safety brief from the Air Force ROTC escort Officers or range personnel?

A24 (WITNESS): No sir.

Q25 (PRESIDENT): What speed were you going, coming back on the road from the tower before the downhill area on the road coming back?

A25 (WITNESS): Sir, I think it was 30...30 or 40. Probably in that range. From what I can kind of remember.

Q26 (PRESIDENT): What speed were you traveling at the bottom of the downhill area? And this would have been approximately as the vehicle began to lose control before you flipped over.

A26 (WITNESS): It was probably maybe, like a little slower since I had like been trying to turn it. So I'd probably slow down a little bit. But it probably wasn't too much slower than that. And then like with the break, too, but I mean, it's probably like maybe 25 to 20.

Q27 (PRESIDENT): Describe as best you can recall, in as much detail as possible, what you were experiencing in the HMMWV, as you were going through the last section of road, just prior to losing control of the HMMWV? Specifically, what was the HMMWV doing and how did it feel as you were trying to control it?

A27 (WITNESS): So, you mean like while I was like while I was losing control?

Q28 (PRESIDENT): Yes.

A28 (WITNESS): Sir. It just felt like I had like had no like grip. I felt like I was just kind of like rocking back and forth. Like as I turned as I was trying to straighten it, it kind of felt like I had no like grip because they felt like the wheels are just kind of sliding on the gravel. So yeah, I had like no grip to turn. That's kind of what I felt like, I was, I felt like I was just like drifting that way and I try to straighten the other way. So and yeah.

Q29 (PRESIDENT): In the last part of that travel, before the HMMWV flipped over, did the HMMWV go off the road before that and then come back on the road? Or did it stay on the road the entire time?

A29 (WITNESS): I believe it was on the road, the entire time...I think so.

Q30 (PRESIDENT): Okay. Immediately after you recovered from the rollover, and as you egressed and approach the HMMWV, do you recall hearing any sounds coming from Cadet MC1 as you were attempting to render aid to her and Calling 911?

A30 (WITNESS): No, not at all, sir.

Q31 (PRESIDENT): Did you take any pictures or videos? Or post to any social media site? Any of the time that you were out on the range?

A31 (WITNESS): I have. Yes, I did take pictures. Earlier in the day, sir.

Q32 (PRESIDENT): Did you take any pictures of while you were in the HMMWVs or while driving the HMMWVs?

A32 (WITNESS): I think as a passenger, yes. And then we took some pictures while we were stopped as well.

Q33 (PRESIDENT): Okay, would you be willing to share any of those pictures with us?

A33 (WITNESS): Yes, sir. I would be willing to share that.

PRESIDENT: Okay. Captain ^{RECORDER} will reach out to you after this call for the best way for you to send whatever pictures that you have and would like to send.

WITNESS: Perfect, sir.

Q34 (PRESIDENT): Okay, I would like to ask a few more questions before the incident happened as you were driving in and around the tower. So you got to the tower. And what did you do when you got to the tower, while you were in the HMMWV?

A34 (WITNESS): So, first, sir, what we did, I believe, is we got to the tower. And then we, I know, I think we might have taken pictures there. So we all like got in the driver's seat, take pictures, like, you know, I'm driving a HMMWV. And then sir, I believe. And then Cadet^{MC2} wanted to try like doing some donuts. So we did some like, some like donuts, like spinning the HMMWV around the tower. And then we all wanted to do that. So we all got a turn, like doing that for a little bit. And then after that, we just, yeah, after that, that was like all we did there. Like we were stopped for a little while just like chatting to. And then after that.

Q35 (PRESIDENT): Do you remember if Cadet^{MC1} did any donuts while she was driving the HMMWV?

A35 (WITNESS): Yes.

Q36 (PRESIDENT): Do you remember about how long you guys were at the tower driving before you went back to on the road to return to the range headquarters?

A36 (WITNESS): Sir, I'd probably estimate about 10 to 15 minutes. Maybe. I don't know the exact I probably say around 10 minutes it could be give or take a few minutes.

Q37 (PRESIDENT): You mentioned that as you were driving in and around the tower that you did donuts. Did Cadet^{MC2}'s driving influence your driving?

A37 (WITNESS): For the donuts. Yes. Because I was kind of like shown how to do it. So yes, it influenced the driving, yeah.

PRESIDENT: Okay, I'm going to ask the team here if they have any additional questions, so I'm going to put you on mute for a few seconds.

WITNESS: Sounds good sir.

PRESIDENT: Okay,^{MVO}. Can you hear me?

WITNESS: Yes, sir.

Q38 (PRESIDENT): Okay. A few more questions. What did you initially tell the Idaho State Police when you were interviewed at the hospital about the incident?

A38 (WITNESS): Yeah. So what I initially told them, it was like a rollover, and I lost control of it, was like at HMMWV, on the range. And I lost control on the way. That was kind of like it. Just said, I lost control. I don't remember if I really went into great detail in my original statement. And then, I think I said, like I was wearing a seatbelt. And I wasn't sure exactly, because I had asked^{MC2}. But yeah, that's kind of the gist of what I put.

Q39(PRESIDENT): How did that story change when you were interviewed again by the Idaho State Police?

A39 (WITNESS): I gave more detail, like what we, like kind of the events leading up to that. So I wasn't exactly sure what to put, so I just put the accident. And then I kind of put like stuff

leading up. So they wanted to say, I guess they're like, wondering more information about that. So I kind of told them like that we were, were doing like donuts before, and then we came back. But I think that's all I added, and then maybe some information on a change that I was able to, I think they got connected that was so they they're able to kind of like pieces data because I didn't remember like, I didn't remember everything, like who is like who was like in what seat. Honestly, I kind of forgot. And then and then I was able to after that, yeah.

Q40 (PRESIDENT): Okay, would you characterize your driving back from the tower to the range headquarters as reckless?

A40 (WITNESS): I would not characterize it as reckless no.

Q41 (PRESIDENT): Were you briefed on the speed limits at the range?

A41 (WITNESS): I was not. I don't, I had never heard any speed limit. I can't say that like nobody else was, but I never heard anything about like a speed limit. Honestly, sir. And this is the only thing I even heard. And I know, it was like, kind of like, I think it was just like in a joking manner. But he's like, yeah, don't, don't go like 80 or something. But that was not really a serious. That's the only thing I ever heard about speed. That was like a specific number. But that's, you know, no one really thought about that.

Q42 (PRESIDENT): As you reflect upon the experience that day at the range, do you feel that you received an adequate informational brief on the operation of the HMMWV and this in the safety precautions of the HMMWV?

A42 (WITNESS): Operational-wise, I think so. It wasn't, like, too difficult to start it and to drive it. But safety wise, I didn't really get much at all, I feel, about how, you know, like, you know, like, what's safe to do and what's not so. Operational-wise yes. Safety-wise no.

PRESIDENT: Okay, gentlemen, anything else? Okay, Is there anything that you would like to add or further discuss?

WITNESS: No, sir, I don't, I don't believe so. So I just had one question. So for the pictures, you want pictures that are in or any of them of the HMMWV or people in the HMMWV?

PRESIDENT: Yeah, any pictures that you have, in particular of you and or other cadets while in the HMMWV. And or if you had any video of folks driving the HMMWV, those would be the most relevant photos for us.

WITNESS: Sounds good, sir.

PRESIDENT: I don't think you have any further questions at this time. Okay, I'm going to go off mic for one second.

WITNESS: Sounds good.

Q43 (PRESIDENT): All right. ^{MVO}. I just, I just have one last question. How are you doing?

A43 (WITNESS): Thanks for asking me, sir. I'm doing well. I'm doing a little better, you know, since it's been a little more time. I think. I'll be a lot better once school starts and get to

get back into the ROTC community because definitely, like a lot of like, nerves. They're still. Regarding the ROTC, but I'm doing pretty well, sir. Thanks.

Q44 (PRESIDENT): Were there any other cadets from your detachment on the Ops Air Force visit to Mountain Home with you?

A44 (WITNESS): There weren't any sir. No.

Q45 (PRESIDENT): ^{MVO}, who are you talking to about this? I mean, I'm from the sense of, like, just try to find someone to share this with because, you know, keeping all this stuff bottled up, and trying to process it yourself is very difficult. Who is? Who can you talk to about this? Because regardless of the age you're at, and the incident that happens, we all need to talk to someone.

A45 (WITNESS): Sir, I, I did a good job of talking to people about it initially. And then I think it's been a lot harder to go back and talk about it again. Because it's, it's kind of like going back and like reliving something that you don't really want to. So it's been more difficult to have further discussions I met with, like an old pastor, I talked to my family, my girlfriend, one of my best friends. Just like a lot of my fellowship friends, I talked to them, but it's been like the initial conversation about it, and then it hasn't really further progressed. I think that's probably where I've gotten stuck a little bit is that I don't really want to revisit it because it's hard. And I feel like it makes people uncomfortable. And I don't, I don't know, it makes me uncomfortable that people are uncomfortable. So that's probably where I've hit it a little stump in the road. So it's been a while since I've really openly discussed it with people other than I had an interview. I forgot with who about it. So yeah, it's been a little bit struggle more recently to open up about it.

Q46 (PRESIDENT): But has anyone else attempted to interview you, beside folks in the Air Force and the Idaho State Police? Okay, well, my only advice for what it's worth, right? When you get back to school, you got a lot going on, especially as you get back into ROTC. There's a lot of support services that your school and you mentioned, a lot of folks.... do not keep stuff bottled up. Because just being living a little bit longer than you have right now, the longer you bottle stuff up, at some point, it will come out. And it may not come out in the way that you want it to in the behaviors that you manifest or how you react to it. So don't feel uncomfortable or embarrassed or like you're burdening someone by wanting to talk to them about it. Because these type of events take a while to process and where outwardly, you may think you're okay, you just never know subconsciously, what's going on? And so certainly when you go back to school, and you know, you got to put that uniform back on and doing ROTC events and things that could trigger something. So do not hesitate to talk to folks, the thing I've seen most often is where folks just kind of push it aside and ignore it. And it comes back later in ways that are unhealthy for the individual and then other people around them. So once again, don't feel embarrassed to talk to anyone about this because this is a significant event in your life.

A46 (WITNESS): Thanks, sir. That's, that's really good advice. And I guess good like encouragement to get out. Get the word out to people. I've definitely been on the line, like I really want to tell this person but I don't want to like change the way they maybe think about me and I've also thought about that too. So but definitely, definitely want to do that. So thanks for that advice, sir.

Q47 (PRESIDENT): Okay, again, ^{MVO}, thank you for your time and for answering our questions. I'm going to read one more prescribed statement before we get off the line. On the record, I want to instruct you that this interview is of an official nature and you are refrained from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

A47 (WITNESS): Yes, sir.

PRESIDENT: All right, again. Thank you for your time and have a good day.

WITNESS: Thank you to sir. Thank you, gentlemen. Take care.

V2. TESTIMONY OF CADET MC2

VERBATIM TESTIMONY OF CADET^{MC2}

PRESIDENT: Good morning^{MC2} . Thanks for your patience this morning as we all try to figure out how to work teams. It's not just you, it's something that we are challenged with every day in the operational Air Force. You've conquered that so congratulations.

My name is Brigadier General Lyle Drew. I am investigating the ground accident that occurred on 24 June 2022, near Saylor Creek Bombing Range. This investigation, conducted under AFI 51-307, is separate and apart from the safety investigation conducted under AFI 91-204. This ground accident investigation is a legal investigation that was convened to inquire into the facts surrounding the ground accident, to prepare a publicly-releasable report, and to obtain and preserve all available evidence for use in litigation, claims, disciplinary actions, adverse administrative proceedings, and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you gave before the safety investigation board will be kept confidential, if you were so advised, and can be used only for accident prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board. You may not state that you gave any particular information to the safety board under a promise of confidentiality. This interview will be recorded and may be transcribed verbatim. Your sworn testimony to the Board may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between your testimony before the safety board and this accident board?

WITNESS: Yes Sir I do.

PRESIDENT: Do you solemnly swear or affirm that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: I do.

PRESIDENT: Okay, it is 0857 on 9 August 2022. We are currently located at Mountain Home AFB, ID. The following people are present for this interview. So^{MC2} , I'm in the room with several subject matter experts that I will announce. Colonel is our medical expert. Major , as you've met already, is our legal expert. Captain is our recorder. MSgt is our ground trans expert. Sergeant is our vehicle maintenance expert. So those are the folks that are in the room with me today. The witness has been placed under oath.

Q1 (PRESIDENT): Can you please state your name and year in ROTC please?

A1 (WITNESS): My name is Cadet^{MC2} . I'm a Cadet Third Class. Sophomore at

Q2 (PRESIDENT): Okay, so you are going into your sophomore year or finished with your sophomore year and going into your junior year?

A2 (WITNESS): Finished with my freshman year going into my sophomore.

Q3 (PRESIDENT): Okay. Thank you. How long have you been a cadet in ROTC in your particular unit?

A3 (WITNESS): I've been a cadet for one year.

Q4 (PRESIDENT): Okay. Thank you. You previously provided a non-privileged statement to Safety Investigation Board personnel. As I stated before, the Accident Investigation Board is a process separate and apart from Safety Investigation. I'll give you an opportunity to review the testimony you provided during the Safety Investigation. Under oath, would you like to adopt that statement as part of your testimony today?

A4 (WITNESS): Yes Sir.

Q5 (PRESIDENT): Now I'm going to ask you a few questions. Please take your time and think about your answers. What we are trying to do today is best understand the circumstances on the day of the incident. First question – were you briefed before taking control of the HMMWV that you drove?

A5 (WITNESS): Before I drove, no. When I first got in the vehicle, I did hear the Range man, I'm not sure what his name is, briefing one of the other vehicles a short brief. Just driving safe, going underneath the speed limit, and possibly having your seatbelt on. But, I think under the excitement of all of us seeing these HMMWVs and getting in, we kind of lost track of what we might've been told. But from my recollection, I don't remember much of a briefing on the vehicle and driving it.

Q6 (PRESIDENT): Let me ask a more specific question. Were the group of cadets briefed together prior to beginning to drive the HMMWVs?

A6 (WITNESS): Not specifically on driving the HMMWVs.

Q7 (PRESIDENT): Do you remember who provided you the brief?

A7 (WITNESS): Sir, I cannot remember his name. But I believe he is the one who is in charge of the range.

Q8 (PRESIDENT): Okay. Thank you. Do you remember what you were briefed before taking control of the HMMWV?

A8 (WITNESS): I think before we got into the vehicles, we were briefed on what exactly what we were going to do. First driving out to the range. Then coming back and getting a briefing on scoring. And then possibly driving some more. But it wasn't really a safety brief on driving.

Q9 (PRESIDENT): Did your seatbelts work in all the seats in all the HMMWVs that you occupied?

A9 (WITNESS): In the two HMMWVs that I was in, the seatbelts worked in all four spots.

Q10 (PRESIDENT): Did you wear a seatbelt in all of the spots you sat in the two HMMWVs you either drove or drove in?

A10 (WITNESS): I was actually wearing a seatbelt in every instance except for when we were driving back from the tower to the HQ.

Q11 (PRESIDENT): Was that seatbelt operational?

A11 (WITNESS): I believe it was.

Q12 (PRESIDENT): Was the seatbelt in the front passenger seat of the rollover HMMWV operable?

A12 (WITNESS): I believe it was. Just before then, I was in the front seat and I was wearing that seatbelt.

Q13 (PRESIDENT): Did you having difficulty closing the doors of the HMMWV?

A13 (WITNESS): Yes. Sometimes when you shut it you had to just mess with it a little bit to get the door shut.

Q14 (PRESIDENT): Did the doors securely latch?

A14 (WITNESS): I believe they did. Yes Sir.

Q15 (PRESIDENT): Did you hear anyone raise a concern that the seatbelts or doors in the HMMWVs may not have been functioning properly?

A15 (WITNESS): I was not told that Sir.

Q16 (PRESIDENT): How did the steering in the rollover HMMWV feel to you?

A16 (WITNESS): Well, it just kind of felt like the back end was sliding. I think because I was in the back end, I could feel it sliding. But if I was in the front, I would have not have known we were sliding back and forth. So I kind of noticed.

Q17 (PRESIDENT): Let me ask something more specific. When you were driving the HMMWV, how did the steering feel to you?

A17 (WITNESS): When I was driving the HMMWV, the power steering seemed pretty weak. But it seemed to be pretty accurate. No misalignment or anything like that.

Q18 (PRESIDENT): When you were driving the HMMWV, how did the brakes of the rollover vehicle feel to you?

A18 (WITNESS): The brakes were really touchy. So if you just barely touched on the brake, you'd brake pretty hard. I would say that was one thing I noticed.

Q19 (PRESIDENT): At any point did you see ^{MC1} wearing a seatbelt when she was driving or riding in the HMMWV that you were in?

A19 (WITNESS): I believe that when I was in the passenger seat and she was driving, I remember her wearing a seatbelt.

Q20 (PRESIDENT): Do you remember her wearing a seatbelt in the other instances when she was in the front passenger seat or in the back passenger seat?

A20 (WITNESS): I cannot be for certain that I saw or didn't see her wearing a seatbelt.

Q21 (PRESIDENT): At any point during your visit to the range, did you receive any sort of "knock it off" from the Air Force ROTC officer escorts or range personnel?

A21 (WITNESS): No, I cannot say I did.

Q22 (PRESIDENT): And this would be specifically related to or based on how the cadets could have been driving the vehicles?

A22 (WITNESS): I cannot believe we were ever told to stop doing what we were doing.

Q23 (PRESIDENT): Did you receive any briefing or comments from the Air Force ROTC officer escorts?

A23 (WITNESS): Yes. I believe when we got to the top of the range, they just kind of made it clear for us to drive safe. But that was about it.

Q24 (PRESIDENT): Was this when you first arrived or during the time you were there?

A24 (WITNESS): During the time we were there.

Q25 (PRESIDENT): Can you estimate the speed Cadet^{MVO} was driving on the way back from the tower before the downhill segment of the road?

A25 (WITNESS): Possibly 35 to 40 miles per hour.

Q26 (PRESIDENT): Can you estimate the speed Cadet^{MVO} was driving when you were traveling at the bottom of the downhill segment of the road?

A26 (WITNESS): Do you mean like when we went into the ditch?

Q27 (PRESIDENT): Right, so you've come off the downhill, it's before you went into the ditch. Can you estimate the approximate speed at that point?

A27 (WITNESS): Probably 25 miles per hour or around there.

Q28 (PRESIDENT): So just so I'm clear and based on what you are saying is that in your estimation, the HMMWV was moving slower once it came off the turn and after the downhill than it was before?

A28 (WITNESS): So what I mean by that, we were going probably 25 to 30 before we hit the turn and then after the turn, we had slowed down due to the improper moving of the vehicle and slowed down even more before we went into the ditch.

Q29 (PRESIDENT): Immediately after you recovered from the rollover, do you recall hearing any sounds coming from Cadet^{MC1} as you were attempting to render aid to her and call 911?

A29 (WITNESS): No.

Q30 (PRESIDENT): Did you take any pictures, videos, or post to any social media, at any point while out at the range that day?

A30 (WITNESS): Yes.

Q31 (PRESIDENT): What did you post and where did you post it to?

A31 (WITNESS): Before the accident, I posted a few pictures and videos of me and some of the other cadets in the HMMWV on my Snapchat profile.

Q32 (PRESIDENT): Was all your posting done on snapchat?

A32 (WITNESS): Yes.

Q33 (PRESIDENT): Is there anything further you would like to discuss?

A33 (WITNESS): Well, while I was posting things on Snapchat, I don't think they actually uploaded until afterward because WiFi was not great up there. But I do have facebook videos that I was going to post on my camera roll in my phone.

Q34 (PRESIDENT): Is there anything besides the postings on social media that you would like to add to this interview?

A34 (WITNESS): No Sir.

Q35 (PRESIDENT): Okay. I'm going to go on mute for a second and see if any of the teammates have additional questions for you. So please standby.

A35 (WITNESS): Yes Sir.

Q36 (PRESIDENT): Okay^{MC2}. Thanks for your patience. We just want to confer a little bit just to make sure we understood the answers that you provided and to make sure we asked you clear questions. I do want to go back to when you first arrived at the range and you began to either get into the HMMWV vehicles or break up into the groups that you were going to drive the HMMWV vehicles in. Did someone from the range come by to your groups individually at the HMMWVs to give you some sort of operational brief or safety brief.

A36 (WITNESS): Sir, I do remember that. I think it was when I was getting into the vehicle that is when he came by to talk to the driver at that time. So for me, I don't really remember what that brief was.

Q37 (PRESIDENT): But you do remember someone from the range coming by specifically to the HMMWV that you were in. And you are saying at that point, you weren't a driver of the HMMWV, you were a passenger in a HMMWV. And during that point, some sort of brief was given to the driver of the HMMWV?

A37 (WITNESS): Yes Sir.

Q38 (PRESIDENT): But you do not remember the specifics of that particular brief to the HMMWV driver?

A38 (WITNESS): Yes Sir.

Q39 (PRESIDENT): Did you receive a similar brief before you drove the HMMWV?

A39 (WITNESS): I did not receive any brief before I drove the HMMWV.

Q40 (PRESIDENT): Do you remember how long the brief was?

A40 (WITNESS): It had to have been 30 seconds or less.

Q41 (PRESIDENT): You mentioned that you had taken some pictures and videos while you were out on the range. Some that you posted to Snapchat and some that you have on your personal phone. Are you willing to share those pictures and videos with us?

A41 (WITNESS): Yes Sir.

Q42 (PRESIDENT): Do you still all those pictures and videos that you took that you posted on Snapchat?

A42 (WITNESS): Yes Sir.

Q43 (PRESIDENT): Did you take any pictures or videos post-rollover meaning after the accident?

A43 (WITNESS): Not after the accident.

Q44 (PRESIDENT): So you did not take any videos or pictures after the rollover in or around the accident scene.

A44 (WITNESS): No Sir.

Q45 (PRESIDENT): Before you went out to the range or at the range, if you could answer one more time, I know you did but I just want to be clear, did the ROTC officers with you provide you any type of brief prior to going to the range or while at the range with respect to the visit you were going to have at the range?

A45 (WITNESS): Yes. I believe we were just kind of told what might happen when we were out there. Possibly driving HMMWVs. Possibly watching the A-10s strafe. Things like that. But it wasn't very clear cut what we were going to do.

Q46 (PRESIDENT): Did you know that you were going to be driving HMMWVs before you went to the range?

A46 (WITNESS): No Sir.

Q47 (PRESIDENT): Based on your time in the Ops Air Force program, what was your understanding of the role of the two Air Force ROTC officers that were on the trip with you.

A47 (WITNESS): I believe their role was to keep us safe, keep us organized, to bring us to squadrons, things like that.

Q48 (PRESIDENT): Were either of the Ops Air Force project officers from Mountain Home with you at the range that day?

A48 (WITNESS): Besides the two officers that were with our group, which neither of them are from Mountain Home, those are the only two.

Q49 (PRESIDENT): I'll ask you one more time. Is there anything that you would like to add or further discuss?

A49 (WITNESS): No Sir.

Q50 (PRESIDENT): Okay. Captain ^{RECORDER} will reach out to you to find a way for you to send your pictures and videos to us. So thank you for sharing those with us. At this point and on the record, I want to instruct you that this interview is of an official nature and you are refrained from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

A50 (WITNESS): Yes Sir.

(PRESIDENT): Okay^{MC2} . Thank you for your time and have a good day.

(WITNESS): Thank you Sir and you too.

V3. TESTIMONY OF CADET CD1

VERBATIM TESTIMONY OF CADET 3rd CLASS^{CD1}

PRESIDENT: My name is Brigadier General Lyle Drew. I'm investigating the ground accident that occurred on 24 June 2022 near the Saylor Creek Bombing Range. This investigation, conducted under AFI 51-307, is separate and apart from the safety investigation conducted under AFI 91-204. This ground accident investigation is a legal investigation that was convened to inquire into all facts and circumstances surrounding the ground accident, to prepare a publicly releasable report, and to obtain and preserve all available evidence for use in litigation, claims, disciplinary actions, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this accident. You did not provide testimony or a statement to the safety investigation. This interview will be recorded and may be transcribed verbatim. Your sworn testimony to the Board may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand how your testimony before this accident board may be used?

WITNESS: Yes Sir.

PRESIDENT: Do you solemnly swear or affirm that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: Yes Sir.

PRESIDENT: It's 1401 on 9 August 2022. We are currently located at Mountain Home AFB in Idaho. The following people are present for this interview in addition to myself. We have Colonel . He is our Medical Expert here in the room. We have Major who is our JAG Expert and we have Captain who is our Recorder. The witness has been placed under oath.

Q1 (PRESIDENT): Can you please state your name and year in the ROTC program that you're in?

A1 (WITNESS): Yes Sir. My name is Cadet Third Class^{CD1} . I am a Cadet - A second year Cadet at the program.

PRESIDENT: Now I'm just going to ask you some specific questions surrounding the incident on the day in question.

Q2 (PRESIDENT): Have you had prior experience responding to motor vehicle accident scenes as an EMT?

A2 (WITNESS): Yes Sir.

Q3 (PRESIDENT): Can you describe that a bit?

A3 (WITNESS): Absolutely Sir. I worked full time for a year as an EMT for a mobile squad in Lacey Township, New Jersey. Over that time, I saw several variations of motor vehicle crashes including ones with and without safety measures such as seat belts, helmets, things like that; everything ranging from cars and motorcycles to scooters and bicycles, Sir. In that time, I acted as a first responder and a caregiver to the patients and the people involved in these crashes, responsible for their pre-hospital care and transport.

Q4 (PRESIDENT): Okay, thank you. From your experience as an EMT and as one of the Cadets who was attempting to perform CPR on Cadet^{MC1}, how would you describe your initial impressions of the physical condition of Cadet^{MC1}?

A4 (WITNESS): My initial impressions Sir was that there was going to be very little chance that CPR would be successful given the nature of how she was trapped under the vehicle, Sir. Would you like me to also give my description as to how she was under the vehicle?

PRESIDENT: Yes please.

A4 (WITNESS) CONT'D: Yes Sir. Cadet^{MC1} was essentially suffering from crushing injury under the vehicle. The HMMWV was flipped on top of her from about the breast line upwards.

Given my experience,

I knew that we were definitely hoping for a miracle with CPR, Sir.

Q5 (PRESIDENT): Thank you. Specifically, was her physical condition receptive to your attempts at rescue breathing and compression?

A5 (WITNESS): At first it appeared as though they were.

However, at no

point did we regain pulses or receive any advisory from the AED to administer a shock. So, although those skin conditions did improve, her biometrics were not improving. So we didn't regain a pulse, we didn't see any breathing improvements. At no point was there any agonal breathing or any signs of life other than the skin changes, Sir.

Q6 (PRESIDENT): Okay. Did Life Flight personnel provide additional support or was it Ground EMS that assisted?

A6 (WITNESS): Sir, did you say Life Like personnel?

PRESIDENT: Sorry; Life Flight personnel.

A6 (WITNESS) CONT'D: Life Flight. As in on the helicopter, Sir?

PRESIDENT: Yes.

A6 (WITNESS) CONT'D: The original first responders that got there were the ground EMT's and Paramedics. They provided help on Cadet^{MC1}, so at that point they took over CPR and Advanced Lifesaving at that point. I believe that they tried to get a Trach in, or some other airway device. They were the ones that pronounced her, so by the time that the Flight Medics were there, the people that came on the helicopter, they had taken the passenger, the vehicle, the (front right) passenger who was ejected from the car, who was at that point in shock. So they took care of him and they transported him. It was only the EMT's and Paramedics, I believe, that acted on Cadet^{MC1}.

Q7 (PRESIDENT): Okay, I think you've answered this next question, but I'll ask just for completeness. What additional Life Support interventions did EMS provide in addition to your CPR actions? Specifically, prior testimony indicated EMS went into Cadet^{MC1}'s chest.

A7 (WITNESS): Yes Sir. I believe that they, so they would have transitioned to their devices, which were more than what we had at the time. We only had a protective barrier mask to provide rescue breaths which we had to eventually stop because our materials became biohazard contaminated. So, they had additional airway measures to increase her chances of survival. but they had some form of advanced airway interventions that they also used. I believe that that was the extent of the additional tools that they used.

PRESIDENT: Okay, thank you.

WITNESS: Yes Sir.

Q8 (PRESIDENT): Okay, I'd like to ask you a couple of questions. As you were visiting the Range as an Air Force ROTC Cadet, for the Ops Air Force Program, when you arrived at the Range, did you or your counterparts receive a Safety Brief or Training Brief as to how to drive the HMMWVs properly?

A8 (WITNESS): No Sir. We did not receive any form of safety precautions. We did not receive any form of instruction on to how to operate the vehicles properly. The only form of safety precautions we were given were from our Escort Cadre who at that moment were not responsible

for doing that. They were looking out for us. But, the Range Officers provided no safety information.

Q9 (PRESIDENT): When mentioned that your Escort Cadre had provided some sort of guidance or direction, can you recall what they said to you and/or the other Cadets prior to driving the HMMWVs?

A9 (WITNESS): I do not recall specific words, however, they cautioned us that they were very unsafe vehicles and that they had high risks and to generally use caution when operating these vehicles.

Q10 (PRESIDENT): Did you have the opportunity to drive or be a passenger in the HMMWVs?

A10 (WITNESS): Yes Sir. Throughout the entire day.

Q10 (PRESIDENT) CONT'D: Okay, so you did both things, drive and serve as a passenger?

A10 (WITNESS) CONT'D: Yes. We all took turns driving the HMMWVs. The Officers, the Range Officers were invited if they wanted everyone to get the chance these vehicles. I drove for about three minutes. I wasn't entirely comfortable because I felt how unsafe they were when we were driving. Other than that, I was a passenger in the vehicle for the rest of the day. That's how we got around Range for the duration of our visit.

Q11 (PRESIDENT): Do you recollect in the time that you were either driving or as a passenger in the HMMWVs if the seat belts worked?

A11 (WITNESS): The seat belts were in very poor condition. I'd say that about fifty percent of the seat belts were operational. And my definition of operational is me believing that they could actually work to their full function, whether that's you couldn't even get the seat belt in the clasp, or they weren't existent or if they were in functional capability, Sir.

Q12 (PRESIDENT): Did you experience that directly, meaning that you were sitting in a seat that the seat belt did work, or did you hear this feedback from other Cadets?

A12 (WITNESS): When I was sitting in a seat, I had a seat belt that worked. I looked to my right and to the front and I saw these seat belts that did not work. I also received verbal reports from people who were not in the same HMMWV as me that it was the same in their cars that not all the seat belts worked. However, there was also a point where we had too many Cadets in one HMMWV for the number of seats, so there were times when we would alternate sitting on the center console without a seat belt or without a(n) actual seat.

Q13 (PRESIDENT): Did you stay in the same HMMWV the entire time you were there, or did you rotate to different HMMWVs?

A13 (WITNESS): I believe I stayed in the same HMMWV. I definitely stayed with the same group of people. There might have been one point where we switched but I'm pretty sure that I was in the same vehicle, Sir.

Q14 (PRESIDENT): Do you recollect at all the condition of the doors and the ease in functionality of the door to lock?

A14 (WITNESS): There, the doors on the HMMWV, Sir, were more of a hatch system, so from what I recall, I do not believe there was an ability to lock the doors. It was the manual where you turned the handle and that latched the door closed. There was really no lock when you closed it other than the handle actually rotating and latching the door shut.

Q15 (PRESIDENT): Thank you for the clarification. Do you remember if that latch that you just described was functional in the HMMWV that you sat in, depending on the position that you were sitting in the HMMWV?

A15 (WITNESS): Yes Sir. I believe all those hatches were functional.

Q16 (PRESIDENT): Do you remember if you were driving in the Incident HMMWV or you were in a different HMMWV before the accident?

A16 (WITNESS): I believe that I was in a different HMMWV. However, there is a chance that I could have been in the same HMMWV. They were all in very similar and comparable shape though in terms of how old they appeared to be and how much wear was on them.

Q17 (PRESIDENT): Did you witness anyone driving a HMMWV recklessly?

A17 (WITNESS): Yes, in the sense that when we were given the HMMWVs, we were essentially told by the Range Officers to go and have fun. So, the kind of quote unquote reckless driving that was observed was observed by us and the fellow Cadets were essentially just young Cadets having fun when told to have fun with HMMWVs Sir. So, the more adventurous Cadets would you know test the steering wheel, go a little fast, but we all knew to not push it too much because you could feel that there was, that these were not something that was safe to push to their limits.

Q18 (PRESIDENT): Do you remember at any point while you were out at the Range that the Air Force ROTC Cadre gave you any kind of additional safety briefing or warning beyond what they said originally?

A18 (WITNESS): Yes sir. I believe the Cadre once they observed that we didn't fully understand the risk, they kept reminding us throughout the course of the entire day. They kept telling us to make sure we wore our seat belts, to make sure that we did not go too fast, to make sure that we did not do anything other than follow the path. Once again, all the kind of safety tips that we got were that.

Q19 (PRESIDENT): Do you recollect if anyone mentioned to the Cadre or the Range staff that the seat belts in the HMMWVs may not have been operable?

A19 (WITNESS): No Sir, I do not believe that Cadets were at the time communicating to any Range Officers or Cadre that we observed these. I believe that we mentioned that Wow, these things are, how would you describe this; these things are scary, you know, that sort of words Sir.

Q20 (PRESIDENT): Did you take any pictures or video while you were out there of your experience at the Range and subsequently post on social media or keep thereafter?

A20 (WITNESS): Yes Sir. A lot of us, in fact all of us were taking many pictures. We were given the authorization to take pictures and post them because they had all be decommissioned; tanks decommissioned, vehicles, and we were given pretty much full access to climb on them, take pictures on them, post them. I personally only posted two pictures to a Snap Chat story, Sir, which were of a decommissioned tank, and I believe a Phantom plane, Sir. But we were all taking pictures throughout the course of the day.

Q21 (PRESIDENT): Do you have any pictures of the HMMWVs as you were driving them or while you were in them?

A21 (WITNESS): I do have pictures of us inside the HMMWVs. We each took pictures of us driving the HMMWVs.

Q22 (PRESIDENT): Would you be willing to share those pictures and/or video with our team?

A22 (WITNESS): Yes Sir. Would you like me to do so now, or would you like me to e-mail them at a later time?

PRESIDENT: Captain ^{RECORDER} will reach out to you on how best to transmit those to us.

WITNESS: Yes Sir.

PRESIDENT: Okay, I'm going to go on mute for a second just to see if the rest of the team has any additional questions. (Inaudible discussion between AIB team members).

PRESIDENT: Okay, thank you ^{CD1} . I just have a few more questions that we wanted to ask so thank you for your time.

WITNESS: Absolutely.

Q23 (PRESIDENT): You mentioned in the interview based on some of the questions that we asked, and I just wanted to follow up – Why did you feel unsafe while driving? You mentioned that a couple of times.

A23 (WITNESS): You can absolutely feel from the second that you get behind the car that there was no power steering. You're driving down a straight path most of the time and the vehicle will just turn; you have to fight the steering wheel to keep it on track. Turning was very... You had to be very cautious while you were turning because it felt very unsteady, very unstable. I recall that the acceleration and brakes were also not very good. One of them, I forgot which it was, the acceleration and brakes was extremely touchy and when you kind of had to swerve a little at some point, it was very hard to correct it. And that was the general consensus with all of us Cadets. The entire Cadet group was mentioning how these were very difficult to drive.

Q24 (PRESIDENT): Okay, thank you. Do you recall how long the brief was that the ROTC Officers out there provided you to reiterate the safety concerns or issues that they wanted to reinforce?

A24 (WITNESS): I do not recall Sir.

Q25 (PRESIDENT): Okay. Do you remember exactly what the Range personnel told you at the beginning that constituted either an Informational or a Safety Brief?

A25 (WITNESS): There was absolutely nothing, Sir. I personally remember hearing was essentially go and have fun; these are HMMWVs. We received so little information from the Range Officers that my group which was one of the first group of Cadets to get into one of the HMMWVs, we drove down the Range because we believed that was them saying go. We were not given an overview of the plan, besides hey we're going to go down the Range and explore; you guys are going to see some decommissioned vehicles, so we then received – and at that point we were pretty much, the Range Officers were supposed to be leading this activity. So, we eventually came back and then we all went as a group to go around together.

Q26 (PRESIDENT): Were you one of the original drivers or passengers of the HMMWV?

A26 (WITNESS): I was one of the original passengers of the HMMWV. We all became passengers at the same point because we all drove together. I was a driver about three-quarters of the way through our visit and I only drove for about three minutes.

Q27 (PRESIDENT): Do you know if the Cadre was aware, as you stated, that there weren't enough seats in the HMMWVs which allowed or drove Cadets to sit on the center console or places where there were not a seat?

A27 (WITNESS): I do not believe they knew that Sir. I believe that they assumed we all had enough seats.

Q28 (PRESIDENT): Is there anything further that you would like to discuss?

A28 (WITNESS):

WITNESS CONT'D: There is also one more piece of information I would like to share as well. When we began CPR, we were asking around for an AED. I was directly involved in CPR with two other Cadets; however, two Cadets were also helping coordinate the scene as well while I was directly involved in patient care, and they were also asking around for an AED. It took us twelve minutes before the Range Officer volunteered the information that he had an AED back at the office and if we wanted him to go get it. So, we did get the AED but it took twelve minutes for it to be offered up.

PRESIDENT: Thank you for that additional point. Is there anything else you'd like to discuss?

WITNESS: No Sir. Just thank you for your time and thank you for everyone taking this seriously as possible.

PRESIDENT: ^{CD1}, thank you for your time and thank you for your comprehensive testimony. On the record, I want to instruct you that this interview is of an official nature and you are refrained from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

WITNESS: Yes Sir.

PRESIDENT: Alright^{CD1} , thank you very much and have a great day.

WITNESS: Thank you very much Sir and you have a great day as well.

V4. TESTIMONY OF ROO

VERBATIM TESTIMONY OF

MR. ROO

PRESIDENT: Okay, ROO, thank you for meeting with us. A lot of what I read here is scripted based on the nature of the interview. If you have questions as we proceed, just stop me at any time you have a question.

WITNESS: Yes sir.

PRESIDENT: Okay, my name is Brigadier General Lyle Drew. I am the ground Accident Investigation Board President. I'm investigating the ground accident that occurred on 24 June 2022. Near the Sailor Creek Bombing Range. This investigation conducted under Air Force instruction 51-307 is separate and apart from the safety investigation conducted under Air Force instruction 91-204. This Ground Accident Investigation is a legal investigation that was convened to inquire into all facts and circumstances surrounding the ground the accident to prepare a publicly releasable report and to obtain and preserve all available evidence for use of litigation, claims, disciplinary actions, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you gave before the safety investigation board will be kept confidential. If you were so advised, and can be used only for mishap prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation, you may not state that you gave any particular information to the safety board under a promise of confidentiality. This interview will be recorded and may be transcribed verbatim. This interview will be your sworn testimony to the Board may be used for any proper use. Additionally, your testimony can be released to the public.

PRESIDENT: Okay, do you solemnly swear or affirm that the testimony you're about to give in the matter now under investigation shall be the truth, the whole truth and nothing but the truth? So help you God?

WITNESS: Yes, sir.

PRESIDENT: Okay. I have reason to suspect that you have committed the alleged offense of misuse of government property. I advise you that under the Fifth Amendment to the United States Constitution, you have the right to remain silent. That is to say nothing at all. Any statement you make oral or written, may be used as evidence against you in a trial or in any other judicial or administrative proceedings. You have the right to consult with a lawyer if you desire and to have a lawyer present during this interview, you may obtain a civilian lawyer of your own choosing at your own expense. You may request a lawyer at any time during the interview. If you decide to answer questions, you may stop answering the questions at any time. Do you understand your rights?

WITNESS: Yes, sir. Let's stop now.

PRESIDENT: Okay, I'm I was going to ask you do you want to lawyer? And are you willing to answer questions?

WITNESS: No, after that statement that you're essentially you're missed, I guess I'm the misuse of government property. Has me concerned obviously, and that's a criminal type act in my mind. I don't know how, what we're talking about here. You're whether you're alleging I've done, stolen property or taking property or and, that's so I guess I want to stop here until I can get a lawyer if that's the case.

PRESIDENT: That is totally your right to do that. That's why we're reading this upfront before we answer questions, but so you have the specific statement I made was alleged offense of misuse of government property. That's the initial statement. Then certainly read, read the rights advisement and then asking you to, if you understand, do you want a lawyer? And are you willing to answer questions? And those are all up to you.

WITNESS: Uh yes, I'm gonna have to schedule legal representation based off that statement. I don't understand legally what your, I don't, I mean, misuse to me sounds like I'm to potentially be accused of a criminal type act. Um maybe I'm misunderstanding that statement. But based off that language.

PRESIDENT: I'll refer to Major ^{LEGAL ADVISOR} to clarify.

WITNESS: I'm trying to understand better understand what that terminology.

LEGAL ADVISOR: Sure. And I think we're comfortable using that that phrase, if you want an attorney, by all means, we're going to stop right now. And then you can you can, you know, chat with your attorney and determine whether you want to re-interview with us, or whether you want to forego the interview. Those are completely within your within your rights.

WITNESS: But with better define, I mean, before I started to...

PRESIDENT: In general I will say that based on the data that we have collected, and the interviews that we have the opportunity to compare have with the folks in and around the incident, the reason we're reading this is because we believe, based on what we know, there could be a misuse of government property as related to this incident.

WITNESS: Okay.

PRESIDENT: So therefore, we're that's why we're stating this upfront to you, based on the role that you have at the range, and the and where the incident vehicle is located.

WITNESS: I see, okay so I assume we're talking about misuse of DRMS equip equipment. So again, it's not a criminal act.

PRESIDENT: Do not, I don't want you to feel compelled to do anything you don't want to do at this point. I'm just reading you the statements as we have provided them to you. If you want to.

WITNESS: I'll tell you what, let's press on. And if I don't want to, am I okay to move forward? And then if I have a question that further at that time, and I determine I need lawyer, want a lawyer, then I can stop the interview at that point.

PRESIDENT: You can stop this interview at any point and you don't have to answer any question I ask you.

Witness: Okay.

PRESIDENT: Now I do want to get, so I want to go back to after reading the statement. Do you understand your rights?

WITNESS: Yes, sir.

PRESIDENT: Do you want a lawyer?

WITNESS: Not at this time.

PRESIDENT: Are you willing to answer questions?

WITNESS: Yes, sir.

PRESIDENT: Okay. Having been duly sworn in advised of the allegations of his rights under the Fifth Amendment, including his right to counsel and having acknowledged his understanding of those rights and having affirmatively waive those rights. The witness testified as follows. Okay, it's 1034 on 9 August 2022. We're currently located in Mountain Home Air Force Base, Idaho. The following people are present in the interview. So we have our legal SME here as Major . We have our recorder, Captain , and we have to SMEs from ground trans and vehicle maintenance, Sergeant and Sergeant , here in the room

WITNESS: Yes sir.

PRESIDENT: Okay. The witness has been placed under oath.

Q1 (PRESIDENT): Can you please state your name and grade?

A1 (WITNESS): ROO and I'm a GS-11.

Q2 (PRESIDENT): What is your current job title?

A2 (WITNESS): Range Operations man-, Range Operations Officer. Range Manager. I think my position description actually calls it Range Operations Specialist.

Q3 (PRESIDENT): What squadron are you assigned to?

A3 (WITNESS): 366th Operations Support Squadron.

Q4 (PRESIDENT): Where's the unit located?

A4 (WITNESS): Mountain Home Air Force Base

Q5 (PRESIDENT): How long have you been in that current duty assignment?

A5 (WITNESS): Since October 21, 2005.

Q6 (PRESIDENT): You previously provided two non-privileged statements, one written and one oral to the safety investigation personnel. As I stated before the Accident Investigation Board is a process separate and apart from the safety investigation. I'll give you an opportunity to review the testimony you provided during the safety investigation under oath. Would you like to adopt those statements as part of your testimony today?

A6 (WITNESS): Yes.

Q7 (PRESIDENT): Okay, first question. Describe your interactions with the Ops Air Force project officers at Mountain Home Air Force Base.

WITNESS: Okay, can I take my mask off is that okay?

PRESIDENT: Go ahead.

A7 (WITNESS): Lieutenant ^{PJ1} , Munitions Squadron I believe, I've given his squadron a couple of tours out on the range in the last, I don't know year, maybe less than that. And he sent me an email and asked if I would give the cadets and their cadre a range tour. I coordinated back with him and we were set up for Friday morning on the 24th of June.

Q8 (PRESIDENT): Did you have any interaction with Captain ^{PJ2} ? The other Ops Air Force POC at Mountain home?

A8 (WITNESS): I do not believe so. I mean, I'd have to, He may have been cc'ed on the emails, but I believe Lt ^{PJ1} is who, I mean, I can review those, he is who I worked through. I think it was just Lt ^{PJ1} .

Q9 (PRESIDENT): Okay. What was your understanding of why the cadets were visiting the range?

A9 (WITNESS): Part of a weeklong tour of the base, to just get a base orientation, to have the opportunity to look at various units and activities that go on and it's really what I understood as.

Q10 (PRESIDENT): Okay. How many uniformed personnel are assigned to the range? Military, how many military uniform personnel are assigned to the range?

A10 (WITNESS): Okay, you have to break it up into two distinct groups. The 366 Operational Squadron has no one assigned to the range. We have a contractor who, this is Saylor Creek Range in Bruneau and our air to ground and stuff. We have a contractor who has 11 full time employees, One 30 hour employee and three part time 30 hour employees that operate from approximately first of June through about the end of May during fire season. But there are no, the only full time uhhh I mean, I have an OSO flight commander, and I used to have a chief of range, but that position was taken and was deleted in their manning document. But I don't, there's really no full time OSS personnel assigned. Now you have the 266 Range Squadron, who is the

Idaho Air National Guard squadron. They are responsible for the electronic warfare. They do GPS jamming, they do cowboy control, our airspace control. And they do the communications on the Range, our microwave part of our fiber optics stuff like that. They have approximately 125 full time personnel which is combination of, and you would be better to speak to their commander given how it's broken down. But combination of, I believe part time guard full time guard and full time active duty guard.

Q11 (PRESIDENT): And how many GS employees are assigned to the range?

A11 (WITNESS): One.

Q12 (PRESIDENT): How many, and you already answered? How many contracted personnel are assigned to the range?

A12 (WITNESS): Yes, sir.

Q13 (PRESIDENT): How often are the range roads graded?

A13 (WITNESS): I would say it's more of an "as needed" basis. And typically, it's what roads get the most use. So we grade our road from our entry point where the white sign is off cover three Creek Road to, to the west gate area much more than we grade our, probably, some of the other roads, because that roads gets more people have more personnel coming in and out. Now we will have occasions, for example, a project where I've had \$150,000 worth of rock come and there's a quarry, just outside of our range that we pull all that pit run from through the county and the contractor that brings it and nearly 500 loads of rock. And so I mean that once that's done, we'll probably have to grade almost all the roads that those vehicles have been on. So I'm not sure if I can really I mean, I guess I'm the average would be quarterly for main roads. Some roads are in better shape like our our main north, the road that goes from the west gate to the RCO Tower, which I call the old road because it makes that 90 degree turn, that road has been built up over so many years much has much better base and it turns a whole lot better versus the road where the mishap occurred. We recently installed that built that about, ah I'd have to look it all tends to run together about probably three to four years ago. The base on that isn't quite as strong. So we have to grade it a little bit more because it does get a little bit of more washboard effect in it sometime, but long winded answer to say be maybe say quarterly or as required. And that doesn't apply to all roads because anything north of the RCO tower we use usually don't, maybe every six months or we have to hit it hard after a winter or snowstorm.

Q14 (PRESIDENT): When were the range roads last graded?

A14 (WITNESS): I can't answer that but I can go back and try to find out. You're specifically talking the road on the mishap I assume?

Q15 (PRESIDENT): More specifically? Yes. But in general.

A15 (WITNESS): Okay. Well, I mean, the owner we're grading almost weekly to try to keep up with them. But I can go back and try to find or talk to our contractor and get an answer for you on that specific road.

Q16 (PRESIDENT): Okay. The next question is I want to ask you to come around the topic of HMMWV acquisition and maintenance. Can you explain how you acquired the HMMWV?

A16 (WITNESS): Through the DRMS system, defense reutilization management system or DRMO as more often call from that. We acquire them through a requisition. You go into the DRMO system, you can look at what type of vehicles are available. And we typically, through the regulation, you're supposed to acquire what's coded G or H. Okay, which is typically says they're unserviceable. Now, over the years, if we started acquiring them, though, most of those vehicles go to DEMIL and the DRMO offices, in fact, recently, as example, call me and say, just called us from, I believe Red River said, We have approximately 2000 HMMWVs coming out of storage how many would you like to have? Just an example, because if they don't send them to us, they ship them to DEMIL. I mean, I've imagined that there's very little market for the, because they're certainly not going to meet any type of EPA regulations. But we go in, we find vehicles that we try to get them to the run, because we're going to use them as a combination for some range support, as you saw, but mostly for moving target vehicles for in support of the Navy SEALs that come and we acquire the Vehi- we requisition the vehicle gets shipped into our Saylor Creek Range, and then we download it.

Q17 (PRESIDENT): Who authorized the acquisition of the HMMWVs?

A17 (WITNESS): Me.

Q18 (PRESIDENT): How are the HMMWVs accounted for?

A18 (WITNESS): They are, well the contractor and keeps a record of all targets on range.

Q19 (PRESIDENT): When you say the contract, are you referring to-

A19 (WITNESS): My my PTR contractors SA-TECH keeps a record of the vehicles that come in and targets on range.

Q20 (PRESIDENT): So that contractor you're referring to is the 14 person contractor? That works with you on the range?

A20 (WITNESS): Yes, sir.

Q21 (PRESIDENT): Okay. What maintenance is performed on the HMMWVs?

A21 (WITNESS): If we're just using as a target and DEMIL, so we decide what had typically comes in we'll get a vehicle, as I mentioned, we try to find some that, that run, run and move are two different things over the years we've learned because a lot of times they come with no drive line, it's been dropped off or something like that. Uh so we'll take a look at the vehicle and determine if we believe we can use it as a moving target. If we can, if we can't, then it just goes onto a line and we'll over the winter or when we can get to it, DEMIL it. During we have to remove all the fluids, the aluminum shining materials for laser that type of thing mirrors anything like that, and then we can actually put it out on the range as a target. If we can use it for a purpose of a moving target. Then or we also obviously have use it for range support. Then the initial vehicles brought in, we do a check of the vehicle itself in terms of the brakes, motor, you know, doors, all that. If we determine its usable then we'll generally just park them or in an area where we can, we know there will be available for the moving target or we will use it for in range support.

Q22 (PRESIDENT): Who performs that maintenance? I think you might have answered that. But if you could just-

A22 (WITNESS): Yes sir, my PTR the range contractor.

Q23 (PRESIDENT): The range contractor performs the maintenance on the HMMWVs?

A23 (WITNESS): Yes, sir. The base has no involvement in the maintenance of any of our equipment where it's all separate from the base.

Q24 (PRESIDENT): How is that maintenance documented?

A24 (WITNESS): For the Humvees? Uh I can't tell you it's properly documented. It said, we do cursory checks daily on it. I mean, when the walk around checks, but until this this mishap we didn't. We didn't document the daily checks either. We do wait for our larger equipment such as our industrial equipment that backhoes that we use grader, that type of thing. We don't document it in our computer section like we do our, let's say our, well, the contract has a requirement for equipment that's on the contract. Such as, we have a front end loader, grader, that's required to be documented in there, in their system, they have a system where they document maintenance for larger industrial equipment. Then we would we have to just unlock but then we document changes.

Q25 (PRESIDENT): So the HMMWVs are not on the contractor equipment. Let's-

A25 (WITNESS): That's correct. None of our, none of our DRMS equipment is on the contractor.

Q26 (PRESIDENT): Okay. This next set of questions has to do with authorization and training. Who makes the determination that a visitor's can drive a HMMWV?

A26 (WITNESS): I guess that would be me, I it was just sort of how it came along was I probably averaged 12 to 15 tours a year out there. And I guess just over the time, we started letting people drive them just to be part of the experience. In the past they've always followed as I can walk through some reasoning here, but they've always generally followed my track, you know, so I've had visual control over them. And in but I guess that would fall on me.

Q27 (PRESIDENT): Are you aware that there's an Air Force training plan for HMMWV operations?

A27 (WITNESS): I am now I knew there was a licensing requirement. But as far as a specific training plan, I was not. No, it wasn't aware of it.

Q28 (PRESIDENT): And with that, just follow on with another question. What training did you utilize, if any, when teaching the cadets prior to them driving the HMMWVs?

A28 (WITNESS): We basically just showed them, how to operate it, how to how to start it, put it in gear, how to use the emergency brake, that type of stuff.

Q29 (PRESIDENT): Did you provide them a mass brief, a general informational safety brief when they got there? Or did you do it by HMMWV as they were beginning to drive or get ready to drive the HMMWVs?

A29 (WITNESS): As I stated in my previous stuff to Safety Board, the only I gave them a short mass brief just as they were getting out of their vehicles. I talked about two things, primarily one is I knew they were going to climb on all our targets because they wanted to get pictures of them just briefly talked about metal, you know, animals out there, that type of thing. I talked about

range munitions, even though they were going to go with me. If they found anything, just leave it in place, don't touch it. And then referencing the HMMWVs, I did not discuss anything in mass with them. We just showed the individual drivers as they were getting into the vehicle how to operate.

Q30 (PRESIDENT): And you said we, was it you and other folks that-

A30 (WITNESS): SM . He was my site manager out there. And I believe ^{CON1} or he goes by ^{CON1} . His real name is ^{CON1} . We had three HMMWV backed up on the West Gate building by building 66 they were the ones showing them how to operate them.

Q31 (PRESIDENT): Okay, next are questions in and around HMMWV condition. Prior to the cadets arriving at the range were you ever aware that certain components of the HMMWV such as the doors and the safety belts were not working properly?

A31 (WITNESS): No, well, I know some of those doors are difficult to latch but my understanding was, I thought all the seat belts were working properly.

Q32 (PRESIDENT): Now focusing on the day the cadets were on the range, or at the range. Were you ever aware that certain components of the HMMWV such as the doors and the safety belts were not working properly?

A32 (WITNESS): Uh repeat of the last answer.

Q33 (PRESIDENT): Next topic is radios, are radios normally used when driving a HMMWV on the range? Meaning for the folks that are driving in the HMMWVs, do they carry any type of radios to communicate?

A33 (WITNESS): Generally, a worker would carry a Hum- an LMR radio yes sir.

Q34 (PRESIDENT): Were the cadets provided radios?

A34 (WITNESS): No because we coordinated with the, I coordinated with the range control officer, that the cadets for driving well, well the cadets that came on range initially, as we did the tour, followed me so it was escorting them. The cadets that went and were driving with the mishap, I previously coordinated with the RCO to permit them to drive from the west gate over to the range control tower and back.

Q35 (PRESIDENT): Okay, next topic, was about the unsafe driving that was noticed on the range by the cadets, you told the SIB that you normally drive a vehicle in front of the visitors driving a HMMWV. What was your rationale thought process for not leading the cadets? In this particular case?

A35 (WITNESS): You're talking about the mishap. Cadets?

Q36 (PRESIDENT): Yes, sir.

A36 (WITNESS): Because the previous as we started the tour, those vehicles followed me on range for approximately 30 to 45 minutes.

Q37 (PRESIDENT): Is this when they went out to the range to climb on those different?

A37 (WITNESS): First we got them clear out to OP Bravo, we showed them the range, they switch drivers at that location. I know. We came down off OP Bravo, slowly around the target

loop, and then down over towards target 18 and 20. And I believe they switched some drivers there. And then we drove back into the RCO tower, watched, all of that driving was done at approximately, probably no more than 35 miles an hour. Anywhere from 15 to 35, depending on the conditions of the road. At the RCO there after watching the A10s strafe, the cadets went and did, got on the tanks and took their pictures. And then we went back across to building 66. Alright, and at that point as, and I think this is in my safety testimony, too. If I average, I probably let tours drive HMMWVs, I've had everything out there from when the Wing Commander to the Chamber of Commerce, not this current group of command, but I mean Chamber of Commerce and the military affairs committee to last year that we had an OSS Family Day and the OSS Squadron Commander was out there and we let people drive the HMMWVs around, but out of all those times maybe handful of four or five have I not been right there you know, visibly watching them or or leading them like I was example a lot of times when we let the families when. Or when during the I'm sorry, no it wasn't the family day, it was squadron day. Then they just drove it around the west gate or the RCO target yard. So it was just a little circle you know, little pathway create for them to drive for a little. So maybe a handful of times that I not let people let people get out of my sight. And so when I came to the just crossed the West Road, obviously, granted, now, I actually kind of thought in my mind, it wasn't just a split second, I took three or four seconds to kind of think about it should I let them drive down the west gate down that we have a road that parallels or entry road and goes into our West Gate target yard and it probably goes quarter mile then into the target yard. Or should I drive let them drive across to the RCO tower because I knew there was a, based on numbers of 19 cadets, I believe there was probably three or four that hadn't got an opportunity to drive the vehicle. And honestly, I just thought, you know we've driven the whole range 25 35 miles an hour under controlled conditions. Granted, they have they are, they're cadets, they're military members they're disciplined. They have leadership here that are also helping watch. And I just thought that they could safely drive from the RCO tower or from the West Gate building 66 to the RCO tower and back. I just did not envision happening, what happened.

Q38 (PRESIDENT): At the beginning of when the cadets drove. What was your response? When the HMMWVs drove off? As we understand from SIB testimony? There were-

A38 (WITNESS): Two of them. So yes, sir. So we had three of them parked then. And two of them drove off to straight to the RCO tower. And I'm not sure where they got the idea. Now, I did see when they drove, I did not consider that aggressive driving or anything. When we got over to the RCO tower and met them. The response was, his way to get clarity to get on the range was just to really make sure you just follow me. Right? I'm gonna be leading the pack out there.

Q39 (PRESIDENT): When you receive the radio call that the cadets were doing donuts, spinning cookies at the tower? What was your response?

A39 (WITNESS): First, I will admit, I didn't envision, I envision maybe one spin I didn't envisioned what I saw later when I went over the RTO tower. But Major, the Major that was there. SM came out and said, and the Major that there was with me, and he said, I'll walk out, I'll go take care of it.

Q40 (PRESIDENT): When, when you say SM , SM -

A40 (WITNESS): SM, I'm sorry my RCO called my site manager. So I didn't actually receive the call from the site manager. I didn't receive the call directly from the RCO. He told SM, the site manager, that they were spinning cookies.

Q41 (PRESIDENT): So SM was at the tower?

A41 (WITNESS): No no RTO was the range control officer at the tower.

Q42 (PRESIDENT): And he was the one that made-

A42 (WITNESS): He was the one that observed them,

Q43 (PRESIDENT): Making the-

A43 (WITNESS): Yes, sir, making aggressive turns, spinning cookies, whatever you want to call it.

Q44 (PRESIDENT): Got it.

A44 (WITNESS): He called across to, to, which is the phone number in there to SM's office. SM answered the phone came back told me they were spinning cookies. And the Major was in with us in the office at the same time, and said, I'll go take care of it.

Q45 (PRESIDENT): Now this is the ROTC Escort Major?

A45 (WITNESS): Yes, sir.

WITNESS: Now, so I don't know. Did you get that I guess, did you have some response? That I said something different?

PRESIDENT: No. We're just trying to confirm after reading what have you said appropriately-

A45 (WITNESS): Now, I would have never had an opportunity. I mean it's easy to 20/20 look back that oh, my God, if I could have envisioned what would what understood what they're doing? We should have jumped our ass in the truck and gone across and stopped it. And we would have intercepted them coming the other way. By that time, but I didn't see I just to get an idea in my mind. Maybe one spin or something I did.

Q46 (PRESIDENT): And then when you were notified by your contract lead, you were at range headquarters?

A46 (WITNESS): I was in the, we were sitting down, yes, sir. In building 66, which is our which is our main admin building yes sir.

Q47 (PRESIDENT): The last series of questions have to do with just wing safety in general? What is your involvement with the wing Safety Office? And what type of things do you coordinate through them?

A47 (WITNESS): Essentially, just well, they do an annual inspection. If we had some hazard out there that I would want them to look at I would coordinate with them. That's on the ground side. For weapons, mostly coordination. It would just be if we were trying to set up a new site plan for munitions. And then fire department comes through annually and does an inspection on us also, but in terms of overall the range in terms of coming out and observing activities, with

exception of an inspection they do not have very much involvement. They don't have any additional involvement.

Q48 (PRESIDENT): When was your last inspection completed by wing safety?

A48 (WITNESS): Would have been June of uh, June or July of 2021. And the annual was due this month or due in July but with all of this they're I think like they're holding off to start August

Q49 (PRESIDENT): Is this inspection an on-site in-person inspection? Do they physically come down to the range to do it?

A49 (WITNESS): Yes, sir. Further, well the ground and and fire also yes, we had a fire inspection in the first week of June, but they're primarily I mean there yes, so. Fire inspection was June of 22. The last ground inspection, I believe would have been June or July of 21.

Q50 (PRESIDENT): When was the last visit by wing safety to the range, I guess in and above are different from an annual inspection?

A50 (WITNESS): Do not recall. It's not very often.

Q51 (PRESIDENT): The last question may be repetitive but kind of along the same lines, how often does wing safety visit the range?

A51 (WITNESS): Well they're welcome to come anytime, typically, once a month, once, I'm sorry, once a year at their annual inspection. So now, I would say like I said they're invited the, terms of the. Per our 13-212, the range safety officer is myself. That is based off. I mean, my experience in safety is, is I've been to the seven week investigation school back in Norton before it closed, Chief of Safety at Eielson and Osan. And I've also been interim board president on three class A aircraft mishaps, and I did ground safety as a lieutenant. Those were in my military years, prior to 2005 yes sir.

Q52 (PRESIDENT): Okay, is there anything further that you would like to discuss?

A52 (WITNESS): No, sir.

Q53 (PRESIDENT): Okay, on the record, I want to instruct you that this interview is an official nature. And you were refrained from discussing your testimony without my permission until the report has been released to the public. Do you understand?

A53 (WITNESS): Yes, sir.

PRESIDENT: Okay, gentlemen.

VERBATIM TESTIMONY OF

MR. ROO

PRESIDENT: Sir. Okay, I'm just going to read a couple of things to make sure we're level set before we step back into this. It's our understanding that you requested this time to clarify some of your testimony that you provided this morning. I previously advised you of your rights and want to review those with you today. You understand that those rights are still available to you?

WITNESS: Yes, sir.

PRESIDENT: Do you want a lawyer?

WITNESS: No.

PRESIDENT: Do you want to voluntarily provide us with additional testimony?

WITNESS: Yes, sir.

PRESIDENT: Okay, it is 1541 hours on 9 August 2022. We're currently located Mountain Home Air Force Base, Idaho. Following people are present. We have Major Legal Advisor, Captain our Recorder, and our two SMEs from Vehicle Maintenance and Ground Transportation, Sergeant and Sergeant . The witness has been placed under oath at this time. Feel free to clarify your previous testimony.

WITNESS: Okay, at first you asked about the road. So the contractor went back and reviewed his daily notes, and it was last graded on 1 June.

Q1 (PRESIDENT): When you say contractor, that's the group of 14 persons?

A1 (WITNESS): Yes, sir.

Q2 (PRESIDENT): The group that you have done there?

A2 (WITNESS): Yes, sir.

Q3 (PRESIDENT): So they do they do all the grading?

Q3 (WITNESS): They do the grading. Yes, sir.

Q4 (PRESIDENT): And do they use their own equipment for the grading? Or do they have to acquire that somewhere else?

A4 (WITNESS): It's government. Okay. That particular grader that we use primarily for all our range roads? Okay, it is government furnished equipment that is on the contract. So I have approximately, I mean, if you want to know or not, I have approximately maybe 12, I could get the list of 12 pieces of government furnished equipment that are actually listed and owned by the government. ACC owns it technically. It's not part of LRS or anything here. And the contractor maintains them and that's the grader they use.

PRESIDENT: Got it. Okay.

WITNESS: And out of that I really only have a couple maintenance grader and a front end loader and then the tractor that pulls the disk for our fire trucks.

Q5 (PRESIDENT): Good. Okay. Did you have anything else?

A5 (WITNESS): A second thing is I, as I thought about my testimony, I want to talk about your question about unsafe doors and seatbelts. Because as I thought about it, I think I came I feel like maybe I came across indicating that I knew that vehicle was unsafe or that let them drive an unsafe vehicle. And when you talk to, and so when you were talking about unsafe doors, I guess my first thought really is that I know those doors are tricky to close. But I never considered them unsafe in the HMMWVs, I mean, they're used HMMWVs, right? But I never considered those to be unsafe. And I certainly didn't consider any of the equipment those cadets were driving to be unsafe, the doors shut, when or from what I could tell, I never saw any of them that were left open when we're traveling, or anything, anything like that. So I mean, in the 17 years I've been there, we spent a lot of time on safety emphasis on our vehicles, if it's whether it's DRMS equipment or contract equipment, or even. We don't let people use unsafe. If we consider there's an, there is an issue with the trucks. I just wanted to make sure that you didn't go away saying, you know, he knew those doors were unsafe, and he let them drive with them. I didn't. I know the doors can be tricky to shut as they get worn, which, but I didn't consider them unsafe. And I certainly didn't consider anything on the vehicle that those cadets were driving to be unsafe equipment at the time. If I did, we would have never let them use it.

PRESIDENT: May I ask a question?

WITNESS: Yes, sir.

Q6 (PRESIDENT): When you decided to pick those three HMMWVs to use on the day that the cadets visited, to drive around in?

A6 (WITNESS): Yes, sir.

Q7 (PRESIDENT): Did, was there any extra look or deliberate decision that made you choose or your team choose those three HMMWVs over any of the other HMMWVs that you use there on a daily basis?

A7 (WITNESS): Well, we use about six at any one time. So those are the ones if we don't just, while we have others that operate that may be down in our target yard, let's say we don't randomly go pick those, no, those three were used as part of the six, approximately six, that we have normal part of operations that, that there are workers drive routinely. And so if there was any knowledge of those issues being with that, with those vehicles, we would have that we thought was unsafe, we'd already would have had it. I mean, it's not something we just picked from our target line at any one time, you could go out there our target line where we have because like I said, we're coming up if we're able to use them. In September, I have eight HMMWVs that go to Navy SEALs. So using moving targets with say, they blow up, they don't blow up. But they basically do since we drop or strafe them, they're not usable anymore, right? We don't drop high explosive ordinance on the range. So blowup is probably not the right term, but the three that we chose, we chose because those are the ones we really, routinely drive. And so if there wasn't, I mean, to our knowledge, there was no, at least to my knowledge, and I don't think my employees, I mean, I have good faith in those guys that they would not have let me driven. So let them not drive something if they thought something was wrong with the vehicle.

Q8 (PRESIDENT): Do you drive the HMMWVs at any point in your duty there?

A8 (WITNESS): I have before yes Sir.

Q9 (PRESIDENT): Okay, did you have anything else that you wanted to add?

A9 (WITNESS): I guess I just kind of want to finish, had to write something down. It probably should have just an overall statement at the end because obviously, as you read into allegation, that has me pretty shook. But I mean, everything we've used out there in terms of, of our DRMS equipment, HMWV's, there's never been any malintent. I mean, there's no personal gain. It's for the, as far as the better of the Air Force, to improve our range. Or in terms of letting cadets or any person that goes out for a tour, just an opportunity to get another small experience of the Air Force. Never obviously, not to make them certified in driving HMMV's or something but just an opportunity to see maybe a little side different side of the Air Force way to watch and strafe on the pits or, or airplane, you know, aircraft dropped bombs. There's never, it's not gained personal probably for me. I guess it's just, it's there's no malintent on what we've done out there.

Q10 (PRESIDENT): I understand what you said. I'll remind you again on the record that this interview is of an official nature and you're refrain from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

A10 (WITNESS): Yes, sir.

PRESIDENT: ROO , thank you very much.

WITNESS: Thank you, sir.

PRESIDENT: Okay.

WITNESS: Thanks for the opportunity.

V5. TESTIMONY OF LT COL OSS

VERBATIM TESTIMONY OF LT COL OSS

LEGAL ADVISOR: Captain ADC3 , for your situational awareness, the General is in the room, Colonel OSS s in the room, we've got some other folks that the general will introduce. you're unmuted and we are set to begin.

DEFENSE COUNSEL: Yes, sir. Thank you.

PRESIDENT: Okay. Thanks for joining us. Sorry for the tech issues. Apologies. But we get you connected, let us know if you can't hear us at any point. We want to make sure you hear what's going on here. Okay, So Lieutenant Colonel OSS . Thanks for coming in, I've got to read a bunch of script and stuff. Going to ask you some just basic questions, and then some more specific questions in and around the investigation that we're doing. Certainly, if you want to confer with your counselor, your counsel wants to confer with you at any point, we will pause. Okay, so that you can do that. So we're not in any rush. We're not going to force anything. We're just going to let this flow along and make sure that you are comfortable, as is your defense counsel moving forward. Okay.

WITNESS: Yes sir.

PRESIDENT: All right. I'm Brigadier General Lyle Drew. I'm investigating the ground accident that occurred on 24 June 2022, near the sailor Creek bombing range. This investigation conducted under AFI 51-307 is separate and apart from the safety investigation conducted under AFI 91-204. This ground Accident Investigation is a legal investigation that was convened to inquire into all facts and circumstances surrounding the ground accident, to prepare a publicly releasable report and to obtain and preserve all available evidence for use and litigation, claims, disciplinary actions, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this incident. Any testimony you gave before the safety investigation board will be kept confidential, if you were so advised, and can be used only for mishap prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board. You may not state that you gave any particular information to the safety board under a promise of confidentiality. This interview will be recorded and may be transcribed verbatim. Your sworn testimony to the Board may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between your testimony before the Safety Board and this accident board?

WITNESS: Yes, sir.

PRESIDENT: Okay. Do you solemnly swear or affirm that the testimony you're about to give in the matter now under investigation shall be the truth, the whole truth and nothing but the truth so help you God?

WITNESS: Yes.

PRESIDENT: Okay. It is 1313 hours on 11 August 2022. We're currently located at Mountain Home Air Force Base, Idaho. The following people are present for this interview. In addition to myself, I have our legal counsel. Major _____, I have our recorder Captain _____, two SME's both from ground trans and vehicle maintenance Sergeant _____ and Sergeant _____. Okay, and we have

LEGAL ADVISOR: ADC3 _____.

PRESIDENT: ADC3 _____. You're ADC?

WITNESS: Yes, sir.

PRESIDENT: Okay, and where are you calling in from?

DEFENSE COUNSEL: Sir I'm calling you from Beale Air Force Base.

Q1 (PRESIDENT): Okay. Defense Counsel is calling in from Hill Air Force Base. Thank you. Oh Beale sorry, Beale Air Force Base. Thank you. Okay. The witness has been placed under oath. Can you please state your rank and name?

A1 (WITNESS): Lieutenant Colonel OSS _____.

Q2 (PRESIDENT): Okay. What's your current job title?

A2 (WITNESS): 366 OSS Commander.

Q3 (PRESIDENT): Okay, and where is the unit?

A3 (WITNESS): Mountain Home Air Force Base.

Q4 (PRESIDENT): Okay. How long have you been in the current duty assignment?

A4 (WITNESS): Took the seat in May 27 of 2021. So 14 months.

Q5 (PRESIDENT): Okay. And how long have you been serving in the military?

A5 (WITNESS): Commissioned in May of 2005. So a little over 17 years.

Q6 (PRESIDENT): Okay. Thank you. You previously provided a non-privileged statement to the safety investigation board personnel. As I stated before the Accident Investigation Board is a process separate and apart from the safety investigation. I'll give you an opportunity to review the testimony provided during the safety investigation under oath. Would you like to adopt that statement as part of your testimony today?

A6 (WITNESS): I do not need to modify that interview.

Q7 (PRESIDENT): Okay, so your, you'd like to adopt that statement?

A7 (WITNESS): Sure. Yes.

Q8 (PRESIDENT): Okay. Okay, now I've just have some specific questions. With respect to the investigation that we're doing. So you told the SIB you previously visited the range. When was the last time you visited the range?

A8 (WITNESS): The last time was the day of the incident.

Q9 (PRESIDENT): Okay, so the date of the incident 24 June 2022. Prior to that, when had you visited the range?

A9 (WITNESS): I don't have the actual date. It's a couple months prior to that was my first range visit.

Q10 (PRESIDENT): Okay, that was your first visit out a couple of months prior to the incident?

A10 (WITNESS): Yes.

Q11 (PRESIDENT): What was the purpose of your visit to the range at that time?

A11 (WITNESS): ROO been asking me to go out and look at the range and just let him brag about the range and reach the range contractors and to see it in person.

Q12 (PRESIDENT): Okay, so that could be construed as an orientation to the range.

A12 (WITNESS): Absolutely.

Q13 (PRESIDENT): Got it. Okay. How many uniformed personnel are assigned to the range?

A13 (WITNESS): Uniform personnel? I don't believe any.

Q14 (PRESIDENT): Okay, how many GS employees are assigned to the range?

A14 (WITNESS): ROO is my only GS.

Q15 (PRESIDENT): Okay, how many contracted personnel are assigned to the range?

A15 (WITNESS): I believe its somewhere between nine to twelve? I don't know the answer.

Q16 (PRESIDENT): Okay. What was your involvement in the ops Air Force program? If any?

A16 (WITNESS): None.

Q17 (PRESIDENT): Okay. Were you aware of the ROTC cadets were visiting the range?

A17 (WITNESS): No. modify that. I knew there were. There were cadets on base. They were supposed to do a sim tour. And then I heard something about them trying to get a hold of ROO for a change in the plan. But I was not like, I had just gotten back from the leave and was trying to catch up on things and wasn't really aware that they were going to go to the range.

Q18 (PRESIDENT): Got it. Okay. Who signs the DLA, a form that authorizes the Humvees being pulled from DLA?

A18 (WITNESS): The assumption would be ROO .

Q19 (PRESIDENT): Okay. Is there anything else about that process that you know or would like to share?

A19 (WITNESS): I don't know. No I don't know anything about how he works the DMS process?

Q20 (PRESIDENT): Got it.

A20 (WITNESS): Or DLA a process I'm sorry.

Q21 (PRESIDENT): Okay, what is your understanding as to how those Humvees should be used?

A21 (WITNESS): My understanding of how those some of those HMMWVs are used is we get them from the DRMO under to be used as targets on the range. If we get them and they are, they get inspected and they can be driven, then we work on them. And then we use them to do remote control ops to pull moving targets on the range. Or sometimes I know that we will let like the SEALS or the JTACs use them.

Q22 (PRESIDENT): So just to clarify, your understanding of the use of the HMMWVs is that they're used as targets on the range and also driven while at the range?

A22 (WITNESS): So my understanding of them driving while at the range, prior to this, all of this, was that we would move them and then they would be remote control operated to like pull a moving target.

Q23 (PRESIDENT): So the only movement that you understood they were to be used for was to get them in position or to be used as mobile targets at the range.

A23 (WITNESS): Like 99% of time, there was mention that we use the DRMS equipment for other things. But I've never specifically said hey, what do we use that for? We use that for when I saw the Hummers the majority of our conversation about the, the HMMWVs was about using them as moving targets. I do know though that, I do know now that we use them for firefighting as well. But I did not understand the scope of what the HMMWVs were used for in the range.

Q24 (PRESIDENT): Okay, gentlemen, any other further questions? Okay, is there anything further that you would like to add or discuss?

A24 (WITNESS): No, sir.

Q25 (PRESIDENT): Okay. On the record, I want to instruct you that this interview is of an official nature. And you are to refrain from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

A25 (WITNESS): Yes sir.

PRESIDENT: Okay. Thank you very much.

WITNESS: Thank you.

VERBATIM TESTIMONY OF

MR. RTO

PRESIDENT: I do have a few questions. So there is a scripted part I read out up front as part of the investigation. I have a few questions. Certainly if you have any questions, don't hesitate to ask. I am Brig Gen Lyle Drew. I am investigating the ground accident that occurred on 24 June 2022, near the Saylor Creek Bombing Range. This investigation, conducted under AFI 51-307, is separate and apart from the safety investigation conducted under AFI 91-204. This ground accident investigation is a legal investigation that was convened to inquire into all facts and circumstances surrounding the ground accident, to prepare a publicly releasable report, and to obtain and preserve all available evidence for use in litigation, claims, disciplinary actions, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you gave before the Safety Investigation Board will be kept confidential, if you were so advised, and can be used only for mishap prevention purposes. This board does not have access to any confidential testimony you gave before the Safety Investigation Board. You may not state that you gave any particular information to the safety board under a promise of confidentiality. Your sworn testimony to the Board may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between your testimony before the safety board and this accident board?

WITNESS: Yes I do.

PRESIDENT: Do you solemnly swear or affirm that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: Yes Sir.

Q1 (PRESIDENT): It's 1355 hours on 11 August 2022. We are currently located at Mountain Home Air Force Base, Idaho. The following people are present for this interview. In addition to myself, we have our legal advisor, Major . We have our recorder, Captain , and two subject matter experts in vehicle maintenance and ground transportation, Sergeant and Sergeant . The witness has been placed under oath. Can you please state your grade and name?

A1 (WITNESS): My title is chief RCO at Saylor Creek Bombing Range. My name is RTO .

Q2 (PRESIDENT): Okay. And so your current job title again Sir?

A2 (WITNESS): Chief Range Control Officer.

Q3 (PRESIDENT): What squadron are you assigned to?

A3 (WITNESS): 366 OSS OSR

Q4 (PRESIDENT): And where is that unit?

A4 (WITNESS): The parent unit is on Mountain Home Air Force Base. My location is Saylor Creek Bombing Range itself three miles out in the desert.

Q5 (PRESIDENT): How long have you been in that current duty assignment?

A5 (WITNESS): Since 1994.

Q6 (PRESIDENT): You previously provided a non-privileged written statement to Safety Investigation Board personnel. As I stated before, the Accident Investigation Board is a process separate and apart from the Safety Investigation. I'll give you an opportunity to review the testimony you provided during the Safety Investigation. Under oath, would you like to adopt that statement as part of your testimony today?

A6 (WITNESS): Yes. I want everybody to know what happened.

Q7 (PRESIDENT): I have a few questions in and around the operation at the range and the incident that day. Do you maintain the HMMWVs?

A7 (WITNESS): Yes we do. We check them before we drive them every day. We emphasize safety and using seatbelts. We've been using them for 20 or 25 years for range maintenance and what have you. And we've never had any problems. Nobody has ever been hurt and everybody has been safe.

Q8 (PRESIDENT): Can you describe more specifically how you maintain the HMMWVs?

A8 (WITNESS): Basically every morning like I say we check all the fluid levels. We test the brakes. We make sure the seatbelts are good. Generally, we just try to be safe in them. We don't go crazy. We just do our jobs. We use them a lot for transportation, hauling materials, maintaining the fence line, and stuff like that.

Q9 (PRESIDENT): If there is a more significant issue with the HMMWV beyond fluid change and things that are noticed on its daily inspection, who manages or handles that maintenance on the HMMWVs?

A9 (WITNESS): Well normally these are target vehicles we get out of DRMO. If it is a major problem, pretty much, we take it out of service and get a better one because we have access to several out there. If you have problems with the brakes or anything like that or the transmission, we'll just basically turn it into a target vehicle, strip it out, and take another good one off the line and make sure that one is good to go and use it.

Q10 (PRESIDENT): Is there a particular person that determines when the vehicle transitions from becoming a drivable vehicle to crossing over to being just a target?

A10 (WITNESS): Well normally we just let everybody know that there is a problem with that vehicle. Normally, our supervisor will take it out of service and just tell us to get another one. If it's something we can repair, we'll have the guys look at it and determine whether or not they can repair it. We do have access to a lot of parts too. So that would generally be. You've got SM, he's the range manager. SM. And is our immediate supervisor. We just report. We just let them know that there is something wrong with it and we need to take it out. It's kind of an agreement thing with all of us working out there. We are a small group. We are a tight knit group. So we all know what's going on and we let everyone else know.

Q11 (PRESIDENT): Is all the maintenance that is done on the HMMWVs done by personnel at the range or have been personnel brought in to do maintenance on the HMMWVs if you are unable to conduct the maintenance to keep it in service?

A11 (WITNESS): No we do all the work ourselves. Nobody has ever been called in to repair anything. Other than the actual government owned equipment. The heavy equipment and stuff like that.

Q12 (PRESIDENT): Fast forwarding to the day of the incident, can you describe the inappropriate driving you witnessed at the range?

A12 (WITNESS): Yeah, it started out pretty benign like a bunch of kids having a good time out there. I was in the tower. I had flights coming in. I had A-10s coming in to deliver weapons. And they were driving from the tower to the maintenance facility, which is west of the tower. There's a dirt road they were going back and forth on with a couple curves in it. At first, we get a lot of people coming out there touring. That's one of the big things for them is to be able to drive the HMMWVs. So it was inexperience, when they started out they were pretty benign. Going normal speed, taking their time, like they were just enjoying themselves. Like I said I got busy. I had a flight checking in. Had to coordinate all that good stuff. I started noticing as they were going back and forth as it was going on they started going faster. My attention was kind of divided back and forth between the aircraft. That's my priority. I had aircraft check in and he was getting ready to come onto target and I noticed a cloud of dust coming up outside the window. And I looked down and these guys came sliding into the parking lot, stopped, floored the vehicle, and were doing like power turns in the gravel, spinning out, and they just kept repeating this. They would slide to a stop, floor it, and start spinning in the gravel again. When I saw that, I ran out on the catwalk and of course I'm 60 feet in the air and they are not paying attention. I'm jumping up and down on the catwalk and screaming at them because they actually pulled a stop right below my tower. They got out, swapped drivers, jumped back in the vehicle and took off again. I was screaming from the tower and apparently they didn't hear me. And at that point, they took off back towards the West. I got on the phone and called SM , my supervisor. Well, he answered the phone when I called over to the other side. I told him that he needs to get a handle on these people, they are going nuts over here, they are spinning cookies in the parking lot. At that point, he said okay, I'll take care of it. And I went back to take care of my flight.

Q13 (PRESIDENT): When you were describing the driving they were doing in and around your tower. Just so that I'm clear, they were driving circles around your tower? Or were they doing it outside of the circle of your tower?

A13 (WITNESS): Yeah, the tower is here. We have a parking lot. They were kind of going in an oval right in front of the tower.

Q14 (PRESIDENT): In between all of those locations. So not necessarily going around the tower, but in between all those things you mentioned?

A14 (WITNESS): Yes.

Q15 (PRESIDENT): Did you notice how many HMMWVs were driving inappropriately that day?

A15 (WITNESS): That was the only one I really paid attention to or saw. Like I said, they came in and were constantly swapping out drivers. They'd go back over to the other side. New people would get in because we were conducting tours in the scoring room also. So a group would go in there and watch the scoring and another group would come out and drive the vehicles going back and forth. For the most part, they were fairly benign. They had commonsense until that. I had my attention divided back and forth so I didn't have time to keep an eye on them.

Q16 (PRESIDENT): Did you see any other unsafe maneuvers by the HMMWVs on that day?

A16 (WITNESS): No, that was the major thing I saw. When they were in the parking lot and started spinning out.

Q17 (PRESIDENT): And you had also mentioned that you noticed they were increasing their speed as time went on as they were out on the range?

A17 (WITNESS): Yeah, on the road. It's a dirt road, so the faster you go the more dust you are going to raise. Like I said, I would glance out and look at them every now and then because the target area is in front of me. And they are going back and forth to the building, the main facility, back and forth to the tower. Like I said, I had to get that aircraft in on target. So my attention was diverted back and forth. Until I saw the dust coming up, and that's when I looked out and saw what they were doing down there.

Q18 (PRESIDENT): Approximately how soon after you saw the cadets driving inappropriately around you range tower did you make the call on the radio?

A18 (WITNESS): It was a phone call. Immediately. Soon as I got back in the tower after trying to get their attention first. Like I said I was jumping up and down on the catwalk screaming at them. When they got out of the vehicle, they didn't hear me apparently. They jumped back in and took off again. As soon as they did that, I got on the phone. I went back inside, got on the phone, called SM and then I had to go back to my flight.

Q19 (PRESIDENT): Can you say again what you told SM when you called him?

A19 (WITNESS): I told him these people are going nuts. I believe I said they are going nuts. They are getting out of hand. They are spinning cookies in the parking lot. You need to do something about it. He said he would take care of it.

Q20 (PRESIDENT): That was my next question. What was his response back to you?

A20 (WITNESS): He immediately said I will take care of it. And I guess he got a hold of their supervisors or commanders or whatever. But apparently at that time, it must've been too late. I don't know.

Q21 (PRESIDENT): Can you estimate the speed the cadets were driving as they drove from the tower to main range building and this is with respect to the vehicle that got into the accident?

A21 (WITNESS): I don't know if that was the particular vehicle that wrecked, the one that was under the tower, I'm not sure. But they were doing excessive speed. I'm guessing 45 to 50 miles per hour.

Q22 (PRESIDENT): Gentlemen, do you have any other questions? Okay, just to go back to the driving that you saw that was unsafe in and around your tower. Do you remember how many donuts or cookies they did in that area before they departed to go back to the range?

A22 (WITNESS): It was multiple. 10, 15, maybe more. And to tell you the truth, when I was working with the aircraft, there, like I say, were 3 HMMWVs going at that moment. So I'm not sure how many parties actually came into the parking lot. So when they were doing that, there was another one headed out and another one coming back over. I believe they took pictures of the tracks in the gravel below the tower. You will see multiple, multiple things. And like I said, I was out on the catwalk screaming at them. I was trying to pay attention to the flights coming in. They were out of hand.

Q23 (PRESIDENT): From the time you made the call to the tower to report the reckless driving, do you remember from that point how long it was that you were aware that there was the HMMWV accident?

A23 (WITNESS): Apparently it was immediate because I called over to scoring to get them online to watch the aircraft coming in with their guns. And the scorer, SM, he told me, "I can't talk right now, someone's flipped a HMMWV. I think somebody is trapped underneath it." We need to try to lift it off I guess.

Q24 (PRESIDENT): How much time would you say that was between from when you made the call to report the unsafe driving until you had that call with the scoring individual?

A24 (WITNESS): Approximately 5 minutes or so. Maybe less. I tried to record all the times as things were happening. And once I knew something was wrong, that's when I really started I had notes everywhere writing stuff down. Plus, once I found somebody was hurt, I initiated protocol. And then I had to coordinate for the air corridor to get life flight. Apparently, somebody had already called life flight before I even got to call the emergency response unit.

Q25 (PRESIDENT): Any other questions? Okay, I just had a couple more. Do you know are you and do you know if the other contract personnel are licensed to drive the HMMWVs? Is there any sort of special certifications or licensing that you have to drive the HMMWVs?

A25 (WITNESS): We don't actually do licensing. We do just safety training.

Q26 (PRESIDENT): And is that done internal or does someone come in from the outside to do safety training?

A26 (WITNESS): No, it's internal.

Q27 (PRESIDENT): Internal meaning the 14 contractors within the group you work in and for?

A27 (WITNESS): Yeah, every morning we have safety meetings. We discuss how to do jobs, what vehicles we are going to use, equipment, and how to do it safely. We all sign a safety form acknowledging that we discussed the dangers of what we are doing and emphasize keeping everybody safe especially around the big heavy equipment we use out there. But as far as documentation, very little of that other than the safety forms.

Q28 (PRESIDENT):

A28 (WITNESS):

Q30 (PRESIDENT): Okay, thank you. Is there anything further that you would like to discuss?

A30 (WITNESS): Not really Sir. It's just a sad thing that should have never happened.

Q31 (PRESIDENT): On the record, I want to instruct you that this interview is of an official nature and you are refrained from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

A31 (WITNESS): Understood.

V7. TESTIMONY OF CON1

VERBATIM TESTIMONY OF

MR. CON1

PRESIDENT: All right, I've got some scripted stuff to read, just to kind of set the stage. But again, thank you for coming in to, to answer some questions today. So appreciate that. If you have any questions along the way, please don't hesitate to ask anything if I'm unclear or you're confused about anything I ask okay?

WITNESS: Okay.

PRESIDENT: All right. Thank you very much. Okay. I am Brigadier General Lyle Drew. I'm investigating the ground accident that occurred on 24 June 2022, near the Saylor Creek Bombing Range. This investigation conducted under AFI 51-307 is separate and apart from the safety investigation, conducted under AFI 91-204. This Ground Accident Investigation is a legal investigation that was convened to inquire into all facts and circumstances surrounding the ground accident, to prepare a publicly releasable report and to obtain and preserve all available evidence for use in litigation, claims, disciplinary actions, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this accident. You did not provide testimony or a statement to the safety investigation. This interview will be recorded and may be transcribed verbatim. Your sworn testimony to the Board may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand how your testimony before this accident board may be used?

WITNESS: Yes.

PRESIDENT: Do you solemnly swear or affirm that the testimony you're about to give in the matter now under investigation shall be the truth, the whole truth and nothing but the truth, so help you God?

WITNESS: Yes.

PRESIDENT: Okay, it is 1600 on 11 August 2022. We are currently located at Mountain Home Air Force Base, Idaho. The following people are present for this interview. So in addition to myself, we have Colonel _____, he is our medical expert. We have our legal counsel here, Major _____. Captain _____ is our recorder, and we have two experts within the vehicle realm for ground trans and vehicle maintenance, Sergeant _____ and Sergeant _____. The witness has been placed under oath.

Q1 (PRESIDENT): Can you please state your name and position?

A1 (WITNESS): CON1 _____, I am the supply technician at Saylor Creek Range.

Q2 (PRESIDENT): Okay, and what squadron are you assigned to?

A2 (WITNESS): I'm a contractor, we're assigned to 366 OSS.

Q3 (PRESIDENT): Okay, and where's your unit?

A3 (WITNESS): We are physically located out in Bruneau at Saylor Creek Range. However, the range manager is located on here on the base,^{ROO} .

Q4 (PRESIDENT): Okay, how long have you been in your current duty?

A4 (Witness): Started in 2010. So what 12 years?

Q5 (PRESIDENT): Okay, thank you. Okay, what vehicles do you perform maintenance and repair functions on at the range?

A5 (WITNESS): Aside from our company vehicles, we work on some of the, I call them DRMO vehicles. For instance, the HMMWVs, 10k, a 5 ton. Maintenance is simple maintenance pretty much checking oil and checking the fluids, that's about it.

Q6 (PRESIDENT): Okay. Were you hired to perform these maintenance functions for the contractor?

A6 (WITNESS): Yes, on the company vehicles.

Q7 (PRESIDENT): Beyond maintenance, what are your roles and responsibilities on the range

A7 (WITNESS): Firefighting during fire season. I assist with ordering supplies and equipment, out at the range when needed. And whatever duties or other things the site manager wants us to do. Grounds maintenance, offloading, deliveries, things like that.

Q8 (PRESIDENT): Okay. What certifications do you have to perform maintenance or repairs on the vehicles we mentioned?

A8 (WITNESS): None.

Q9 (PRESIDENT): Do you classify the HMMWVs as government equipment or contractor equipment?

A9 (WITNESS): Government.

Q10 (PRESIDENT): What's your understanding of how these HMMWVs are sourced?

A10 (WITNESS): Can you be a little more clear on that?

Q11 (PRESIDENT): How do you understand of how these HMMWVs are acquired?

A11 (WITNESS): Oh, the Mr.^{ROO} I think gets them through I think DLA or DRMO, and then they get delivered out to the range.

Q12 (PRESIDENT): Okay. For what use are the HMMWVs acquired?

A12 (WITNESS): I don't know, I think they're more for us to DEMIL and use as targets.

Q13 (PRESIDENT): Have you DEMILed any of the HMMWVs?

A13 (WITNESS): Yes.

Q14 (PRESIDENT): When does the HMMWV become unusable to the point where it transitioning from becoming a range support vehicle to a target?

A14 (WITNESS): Anytime we find a problem with the vehicle. See, when it comes in from DRMO if the power steering isn't working, or parts of the engine are missing, or parts of the drive train are missing, Any kind of problem where we know we can't use the vehicle.

Q15 (PRESIDENT): For the vehicles that come in that are still drivable. At what point when they become too difficult to repair, how do you determine when they're done to be driven as a ranged vehicle and then transitioned to a target?

A15 (WITNESS): I guess if a problem arises, for instance, the power steering gets tighter and we're unable to use it, then that would be a case. If we show the brakes, for some reason, are not engaging correctly, that would be a reason. What else could be a good reason? If the transmission stopped working for some reason, or wouldn't go into gear properly then we say no, not to use it anymore and put it down in target line.

Q16 (PRESIDENT): So you don't invest additional maintenance into vehicles that have the problems that you just highlighted?

A16 (WITNESS): If it's a simple fix, like adding fluids, things like that, or changing a tire, yes. But we wouldn't go in and tear apart an engine to try and do something or maybe change out a generator alternator, if it's not recharging the battery or something. But yeah, we wouldn't tear it down and try and put it back together.

Q17 (PRESIDENT): Who makes the determination that the HMMWV is unusable and will transition to be a target?

A17 (WITNESS): I'd say probably myself, when I give, because when the HMMWV comes in, one of us will take a look at it. It's normally me because I end up numbering the vehicles with range target numbers. So we'll take a good look at it. And then more than likely determined at that time, whether it's not to be driven or undrivable. Or if it is a possibility that we can use it. And then I let the site manager and the deputy site manager know status. And then that we're going to either take it down to the line where all the targets are, or we might be able to use it.

Q18 (PRESIDENT): When maintaining the HMMWVs, what is the maintenance standard that you use? Is there any kind of instruction, guidebook that you use to determine the maintenance standards on the HMMWVs?

A18 (WITNESS): Oh, we have copies of the owner's manual and maintenance manuals. Some are on our computer and some are hardcopy that have come with the vehicle.

Q19 (PRESIDENT): To what level of maintenance are the HMMWVs being maintained to if you, I think you said it already a little bit, but could you explain again, to what level of maintenance are the HMMWVs maintained?

A19 (WITNESS): I would say pretty well operational. Again, if there's any problems we take it out of service immediately.

Q20 (PRESIDENT): Okay. How do you document the maintenance and repairs done on the vehicles?

A20 (WITNESS): We don't.

Q21 (PRESIDENT): Do you, in the follow-on question you may have answered it. Do you have any vehicle service records?

A21 (WITNESS): No, no, no we don't.

Q22 (PRESIDENT): Where are the fluids and parts source from that you need to do the things that you mentioned. Like if you're going to put some oil or transmission fluid or gas or whatever.

A22 (WITNESS): The, well the fuel, we have fuel delivered out there, diesel fuel. The parts we would take from another HMMWV that's unusable or we've already DEMILed. See now oils, power steering, and transmission fluid. The same if it's available, if not we would purchase them.

Q23 (PRESIDENT): And do you know who pays for those fluids and parts?

A23 (WITNESS): Well the parts are, I guess free, because they come from other. But the fluid is Mr. ROO .

Q24 (PRESIDENT): So he, you're saying he purchases those.

A24 (WITNESS): Well we purchase them and then we do a, we purchase it with our petty cash. And we get reimbursed through guess our petty cash account.

Q25 (PRESIDENT): So you use petty cash that you have. So let's say you need more quarts of oil or transmission fluid. You use petty cash to go and get that somewhere on the economy somewhere at a store or something else. And then you get reimbursed meaning the contractor does because it's the contractor's petty cash.

A25 (WITNESS): Uhh yeah it's petty cash. And then at the end of the month, we do a reconciliation. And then I'm not sure how the company does it because the company works with Air Force I guess to somehow get money back from them.

Q26 (PRESIDENT): Got it. So you don't use a card or anything you're using just?

A26 (WITNESS): Oh no, we have a debit card.

Q27 (PRESIDENT): Oh you have a debit card okay, when you said, okay. Do you, how many other contractors perform maintenance on the range vehicles beside you?

A27 (WITNESS): A majority would be maybe three or four us. The site manager and the RCOs wouldn't really get involved.

Q28 (PRESIDENT): Right, so three or four of you. And that's not only for the, for all the vehicles, is it, is it different just for the HMMWVs or is it pretty much just in general three or four of you perform maintenance on any of the vehicles that we've discussed?

A28 (WITNESS): Yes in general yeah.

Q29 (PRESIDENT): Okay. On the day of the mishap, did you provide any briefing regarding HMMWV operations to the cadets?

A29 (WITNESS): No.

Q30 (PRESIDENT): Do you know if Mr. ROO briefed the cadets?

A30 (WITNESS): No, I do not.

Q31 (PRESIDENT): Do you know if Mr. SM briefed the cadets?

A31 (WITNESS): No.

Q32 (PRESIDENT): Do you drive any range HMMWVs?

A32 (WITNESS): Yes.

Q33 (PRESIDENT): Are you licensed to operate a HMMWV?

A33 (WITNESS): Is there a license? Do you need a license to drive a HMMWV?

Q34 (PRESIDENT): For a variety of vehicles, there are licensing requirements. And we're asking and trying to understand if for all the vehicles that are out there people are licensed to drive them.

A34 (WITNESS): So no, I did not have a license for a HMMWV.

Q35 (PRESIDENT): Okay. What training if any, did you receive regarding Humvee operations?

A35 (WITNESS): None.

Q36 (PRESIDENT): All right, gentlemen, is there anything further you'd like to ask? Okay, is there anything else that you'd like to add or discuss?

A36 (WITNESS): Oh, no.

Q37 (PRESIDENT): Okay. On the record, I want to instruct you that this interview is of an official nature. And you will refrain from discussing your testimony without my permission until the report has been released to the public. Do you understand?

A37 (WITNESS): Yes.

PRESIDENT: Alright. Thank you so much for coming in today.

V8. TESTIMONY OF MR. OSOR

VERBATIM TESTIMONY OF

MR. OSOR

PRESIDENT: Are we good? Okay, I'm just going to read some scripted material to set the stage for what we're here to do today just to ask you some basic questions. And then also some more specific questions for operations that happen down at the range. Certainly throughout if you have any questions, please let me know. Okay, thank you. I'm Brigadier General Lyle Drew. I'm investigating the ground accident that occurred on 24 June 2022, near the sailor Creek bombing range. This investigation conducted under AFI 51-307 is separate and apart from the safety investigation, conducted under AFI 91-204. This ground Accident Investigation is a legal investigation that was convened to inquire into all facts and circumstances surrounding the ground accident to prepare a publicly releasable report and to obtain and preserve all available evidence for use and litigation, claims, disciplinary actions, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you gave before the safety investigation board will be kept confidential. If you were so advised, and can be used only for mishap prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board. You may not state that you gave any particular information to the Safety Board. Under a promise of confidentiality. This interview will be recorded and may be transcribed verbatim. Your sworn testimony to the Board may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between your testimony before the Safety Board and this accident board?

WITNESS: Yes sir.

PRESIDENT: Do you solemnly swear or affirm that the testimony that you're about to give in the matter now under investigation shall be the truth, the whole truth and nothing but the truth? So help you God?

WITNESS: Yes sir

Q1 (PRESIDENT): Okay, it is 1503 on 11 August 2022. We're currently located at Mountain Home Air Force Base, Idaho. The following people are present for this interview. We have our legal adviser, Major _____, we have a recorder Captain _____, and two subject matter experts in ground transportation and vehicle maintenance. Sergeant _____ and also Sergeant _____. The witness has been placed under oath, can you please state your grade and name?

A1 (WITNESS): Mr. OSOR - GS-11. OSOR

Q2 (PRESIDENT): What is your current job title?

A2 (WITNESS): Range Operations Specialist and P5 SAR site acts representative.

Q3 (PRESIDENT): Okay, what squadron are you assigned to?

A3 (WITNESS): 366 OSS.

Q4 (PRESIDENT): And where is the unit?

A4 (WITNESS): Mountain Home Air Force Base, Idaho.

Q5 (PRESIDENT): How long have you been in that current duty assignment?

A5 (WITNESS): About five years

Q6 (PRESIDENT): Okay. You previously provided a non-privileged statement to the safety investigation board personnel. As I stated before, the Accident Investigation Board is a process separate and apart from the safety investigation. I'll give you an opportunity to review the testimony provided during the safety investigation under oath. Would you like to adopt that statement as part of your testimony today?

A6 (WITNESS): Yes.

Q7 (PRESIDENT): Okay, now I have just some specific questions about Range Operations that I'll ask you. What role do you have in acquiring the HMMWVs at the range?

A7 (WITNESS): Um I have a DLA account, and I acquire HMMWVs based on the operating procedures that were set in place when I arrived at the unit.

Q8 (PRESIDENT): Can you describe any further that process that you use to acquire the HMMWVs?

A8 (WITNESS): For Humvees specifically, we sift through DLA, we look for HMMWVs, specifically ones that are functional because they get used as moving targets that run and move so it doesn't like, we specifically ask the unit the DLA site does it run and move and so we try and draw those.

Q9 (PRESIDENT): Can you describe the day to day maintenance that is done on the HMMWVs?

A9 (WITNESS): Um the guys ops check them whenever they need to use, whenever they first come in and then I think they check it over and stuff when they draw them for the day. But that's, that's typically range guys. I don't normally use the Humvees.

Q10 (PRESIDENT): What happens when the HMMWV, HMMWVs need repairs?

A10 (WITNESS): The guys will if they can, if they can find something that's the part that needs to be repaired. They'll do that. Otherwise, it just gets put in the target yard and gets DRMOed out or it gets put out to the range to use as a target.

Q11 (PRESIDENT): When you describe if they can find the part to fix it. Do you know how they acquire or find parts that they may need to fix the HMMWVs?

A11 (WITNESS): I don't. And I think more often it just ends up being set aside and used as a target.

Q12 (PRESIDENT): Okay. Who repairs the HMMWVs?

A12 (WITNESS): The range contractors

Q13 (PRESIDENT): Do you know where the parts are sourced? To maintain the HMMWVs?

A13 (WITNESS): No, I'm not sure.

Q14 (PRESIDENT): What type of training if any, have you received to operate the HMMWVs?

A14 (WITNESS): I received HMMWV driver training in the Marine Corps. But like I said, I don't generally operate the HMMWVs. We use a range vehicle when I go out.

Q15 (PRESIDENT): Can you approximate or estimate when you received that HMMWV training in the Marine Corps?

A15 (WITNESS): Back in like 2004, they showed me kind of how to operate it and stuff like that.

Q16 (PRESIDENT): Do you possess a license to operate a HMMWV?

A16 (WITNESS): No

Q17 (PRESIDENT): Do you know if anyone at the range possesses a license to drive a HMMWV?

A17 (WITNESS): I don't, no sir.

Q18 (PRESIDENT): Okay, Gentlemen any further questions? Okay, back to the HMMWVs acquisition process. Do you know who authorizes the requisition of the HMMWVs?

A18 (WITNESS): When we were working in the same office before I started transitioning to a different position, I would just let ^{ROO} know hey, these are the HMMWVs that are available and we press with ordering.

Q19 (PRESIDENT): Okay. Is that an online process? Or is that a paper process?

A19 (WITNESS): Online process.

Q20 (PRESIDENT): And so as far as who authorizes the requisition you don't know specifically? Or do you? Who says yes, we're going to do this?

A20 (WITNESS): There was no.

Q21 (PRESIDENT): As far as signatory approval some sort of, yeah. I'm, I'm trying to understand who finally decides when you're looking for HMMWVs who decides that, okay we're gonna go get some HMMWVs and there's some, I don't know, some sort of process that activates that from happening, or activates that to happen.

A21 (WITNESS): When we have SEALs destroy the mobile target HMMWVs, and we know we need more. I'll find out, ^{ROO} will tell me, hey, he feels about eight HMMWVs we're down for the guys on the range to say were down to a certain number of HMMWVs and the element is going to need a group of them. Then that's when I go on DLA and look for HMMWVs. I contact the DLA sites and ask them, do they run do they move, because we need to put a kit in them for them to be targeted. And so they let me know which ones are functional. Or sometimes it's written on the vehicle itself in the photos and that's the ones you draw.

Q22 (PRESIDENT): So you get the request or direction from ^{ROO} or did you order the HMMWVs when necessary? And then you did the physical process of going online to find the HMMWVs that would be necessary to come out here to meet the mission need?

A22 (WITNESS): Well, we both did. I mean, we both have access to DLA accounts. And it's just depending on workload for the day, but if he's busy with something he'll ask me to go on there and look. We also searched for Sea/Land containers, ya know, other items that we need to draw for the range to be targets.

Q23 (PRESIDENT): Who signs the authorization letter that DLA keeps on file.

A23 (WITNESS): I run that up through my supervisor as far as like the ASO account because we have the ASO accounts as well, so that'd be my commander of time, not my unit commander but my immediate flight supervisor. I run the, the, I can't remember the name of the form right now.

Q24 (PRESIDENT): But that's a form that gets physically signed by someone above you in the chain of command?

A24 (WITNESS): No. It's all internal to DLA. So they have a like an electronic form that's internal to the DLA. And then it goes to your security, uh I could look it up, the name of it. But it goes to your supervisor and then your security manager then to DLA themselves. And that's how you get approval to be able to draw stuff from DRMO if I recall correctly. It's been a long time since I did it.

Q25 (PRESIDENT): Okay. Gentlemen, any further questions? Okay. So when the HMMWVs, so I guess help me understand. So ^{ROO} is the one that determines if additional HMMWVs are needed on the range is he the, the individual that determines and, and provides the demand signal if additional HMMWVs are needed?

A25 (WITNESS): I don't know if it's like specifically him when I came in the unit, we had been providing them to SEALs so they don't have to buy vehicles for moving targets. So there's just been a standard thing. Whenever we get low on HMMWVs, we need to order, we should order more so that we have them on hand to be able to provide that that service. So I mean, I got that direction from ^{ROO} initially when I on-boarded, and it's just kind of been a marching orders since.

Q26 (PRESIDENT): And to your understanding when those HMMWVs are ordered, they're ordered to be targets. Are they, are they immediately upon arrival transitioned to be targets? Or are they driven for a period of time, and then transitioned to be targets?

A26 (WITNESS): The bulk of them are transitioned to be targets, as far as I know, if there are a few decent ones that can be used for, if I recall right that there was authorization to use them around the range. So sometimes they draw a couple that come in, and they use them around range for a bit, but the bulk of them are transitioned immediately set aside to be targets.

Q27 (PRESIDENT): Do you know who makes the decision, when they come in, whether or not they go immediately to target status, or based on their perceived serviceability are driven until a point of time, then they transition to target status?

A27 (WITNESS): I don't know who ultimately makes that decision.

Q28 (PRESIDENT): What's considered low on HMMWVs? Do you know?

A28 (WITNESS): We don't have exact number, uh the guys on the range, they just tell ya know, if they're so difficult to find that, you know, kind of just looking for them in general, and then

they'll tell you, after a training event, the guys on the range will say hey, we are getting kind of low, we should look for some more. It's not a regimented process. It's just what they need kind of similar to anything, anytime they need supplies, they'll let us know we're getting low on toilet paper. So we just grab them for them the range can keep functioning.

Q29 (PRESIDENT): How many vehicles do you have?

A29 (WITNESS): I don't know off the top my head, sir. We do maintain a log, whenever they come in, they get a number in the range log logbook. That's how I was able to provide the information to the SIB. So that would be the place to look for that information.

Q30 (PRESIDENT): Are you going into the range every day?

A30 (WITNESS): I am not, no.

Q31 (PRESIDENT): How often do you go to the range?

A31 (WITNESS): Before I would go in spurts. I'm also the P5 manager that takes up the bulk of my time I help out in range used to be strictly the P5 job. But when I went in my predecessor passed away, they rewrote it to the range, to be a little bit more range. So it depends on the range. Sometimes I go out there almost every day of the week. Other times I go a week or two without going out to the range. It's just all dependent.

Q32 (PRESIDENT): Okay, thank you. Can you provide us, and I know you don't have it with you now, but can you provide us that inventory listing that you mentioned?

A32 (WITNESS): I don't have that it would be it's in the range residue, range residue target handbook. That's out on the range.

Q33 (PRESIDENT): So that inventory is listed in a handbook that's out at the range. Got it. Who do you work directly for?

A33 (WITNESS): I work for Captain

Q34 (PRESIDENT): And Captain _____ is?

A34 (WITNESS): The OSO flight commander.

Q35 (PRESIDENT): OSO flight commander thank you. Okay. Gentlemen, anything else? Okay, is there any, anything further that you would like to add or discuss?

A35 (WITNESS): No, no sir.

Q36 (PRESIDENT): Okay, on the record, I want to instruct you that this interview is an official nature and you're refrain from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

A36 (WITNESS): Yes Sir.

PRESIDENT: Okay, thank you very much for your time.

WITNESS: All right. Thank you.

PRESIDENT: Thanks.

V9. TESTIMONY OF CAPT PJ1

VERBATIM TESTIMONY OF CAPTAIN^{PJ1}

PRESIDENT: I'm going to read some scripted stuff along the way and then ask you a few questions and then ask you if you have anything further you want to add from what you provided to the safety investigation board.

WITNESS: Yes, Sir.

PRESIDENT: My name is Brigadier General Lyle Drew. I am investigating the ground incident that occurred on 24 June 2022 near the Saylor Creek Bombing Range. This investigation conducted under Air Force Instruction 51-307 is separate and apart from the safety investigation, conducted under Air Force Instruction 91-204. This ground accident investigation is a legal investigation that was convened to inquire into all facts and circumstances surrounding the ground accident, to prepare a publicly releasable report, and to obtain and preserve all available evidence for use in litigation, claims, disciplinary action, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this accident. Any testimony you gave before the safety investigation board will be kept confidential, if you were so advised, and can be used only for mishap prevention purposes. This board does not have access to any confidential testimony you gave before the safety investigation board. You may not state that you gave any particular information to the safety event investigation board under a promise of confidentiality. This interview will be recorded and may be transcribed verbatim. Your sworn testimony to the board may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand the difference between your testimony before the safety investigation board and this accident board?

WITNESS: Yes, Sir.

PRESIDENT: Do you solemnly swear or affirm that the testimony you're about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: Yes, Sir.

PRESIDENT: It is 1128 on 9 August 2022. We are currently located at Mountain Home Air Force Base in Idaho. The following people are present for the interview beside myself, our legal adviser, Major _____ and our recorder, Captain _____. The witness has been placed under oath.

Q1 (PRESIDENT): Can you please state your rank and name?

A1 (WITNESS): Captain^{PJ1} _____.

Q2 (PRESIDENT): What's your current job title?

A2 (WITNESS): Section Commander at the 366 MUNS.

Q3 (PRESIDENT): Where is that unit?

A3 (WITNESS): Here at Mountain Air Force Base.

Q4 (PRESIDENT): How long have you been in that current duty assignment?

A4 (WITNESS): I started in March of 2022.

Q5 (PRESIDENT): How long have you been in the military?

A5 (WITNESS): Approximately four years.

Q6 (PRESIDENT): You've previously provided the non-privileged statement to the safety investigation board personnel. As I stated before, the Accident Investigation Board is a process separate and apart from the safety investigation. I'll give you an opportunity to review the testimony you provided during the safety investigation. Under oath, would you like to adopt that statement as part of your testimony today?

A6 (WITNESS): Yes, Sir.

Q7 (PRESIDENT): What was your understanding of what was going to be accomplished on the range visit by the Air Force ROTC cadets?

A7 (WITNESS): So my understanding sir was that they would be going out there. They would get a chance to view a number of the still targets that they use. So a lot of the old tanks, different troop carriers, things like that. They'd get to see those have some hands on, touch those. Beyond that sir, our squadron had gone out a couple months prior and done a viewing of the A-10s. So that was the second half of it was that they would be able to watch one or a couple of the A-10s come in and either do some strafing runs or just whatever they had set up to practice.

Q8 (PRESIDENT): Was it your understanding that the cadets would be driving HMMWVs at the range during the visit?

A8 (WITNESS): No, Sir.

Q9 (PRESIDENT): When your squadron visited the range, did they drive the HMMWVs at the range?

A9 (WITNESS): Most of us were in a bus and thinking back to it we did have honestly one or two HMMWVs.

Q10 (PRESIDENT): When you say you had one or two HMMWVs, meaning you had HMMWVs that members of your squadron drove in?

A10 (WITNESS): Yes, Sir.

Q11 (PRESIDENT): As a passenger or as drivers?

A11 (WITNESS): As drivers and passengers.

Q12 (PRESIDENT): Would you be willing to share or provide the final itinerary that was used by the cadets during the visit and to include the range visit?

A12 (WITNESS): Yes, Sir.

PRESIDENT: If you could provide that to Captain ^{RECORDER}, that would be fantastic.

Q13 (PRESIDENT): Is there anything further that you would like to add or discuss?

A13 (WITNESS): No, Sir.

Q14 (PRESIDENT): On the record, I want to instruct you that this interview is of an official nature, and you will refrain from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

A14 (WITNESS): Yes, Sir.

PRESIDENT: Thank you very much.

**VERBATIM TESTIMONY OF
CAPTAIN^{PJ2}**

PRESIDENT: There is some scripted stuff I have to read just to set the stage here. I am going to ask you a few basic questions about who you are and where you work along with a few additional questions and then end there. And then ask you if there is anything additional that you want to add. A lot of this is scripted so I will get through that and get to some specific questions. Ok?

WITNESS: Yes, Sir.

PRESIDENT: I am Brigadier General Lyle Drew. I am investigating the ground accident that occurred on 24 June 2022 near the Saylor Creek Bombing Range. This investigation, conducted under AFI 51-307, is separate and apart from the safety investigation conducted under AFI 91-204. This ground accident investigation is a legal investigation that was convened to inquire into all facts surrounding the ground accident, to prepare a publicly-releasable report, and to obtain and preserve all available evidence for use in litigation, claims, disciplinary actions, adverse administrative actions, and for other purposes. A safety investigation was previously conducted on this accident. You did not provide testimony or a statement to the safety investigation. This interview will be recorded and may be transcribed verbatim. Your sworn testimony to the board may be used for any proper purpose. Additionally, your testimony can be released to the public. Do you understand how your testimony before this accident board may be used?

WITNESS: Yes.

PRESIDENT: Do you solemnly swear or affirm that the testimony you are about to give in the matter now under investigation shall be the truth, the whole truth, and nothing but the truth, so help you God?

WITNESS: So help me God.

PRESIDENT: It is 1102 on 11 August 2022. We are currently located at Mountain Home Air Force Base, Idaho. The following people are present for the interview. In addition to myself, I have our legal advisor, Major _____ and our recorder, Captain _____. The witness has been placed under oath.

Q1 (PRESIDENT): Please state your rank and name?

A1 (WITNESS): Captain^{PJ2} _____.

Q2 (PRESIDENT): What is your current job title?

A2 (WITNESS): F-15E Pilot, 389th Fighter Squadron.

Q3 (PRESIDENT): Where is your unit?

A3 (WITNESS): Mountain Home Air Force Base, Idaho.

Q4 (PRESIDENT): How long have you been in your current duty assignment?

A4 (WITNESS): 2 years.

Q5 (PRESIDENT): How long have you been in the military?

A5 (WITNESS): 6 years.

Q6 (PRESIDENT): Now I have some specific questions concerning the incident we are investigating. What was your involvement in the planning for this event, the Ops Air Force event and then subsequently the visit to the range?

Q6 (WITNESS): The Ops Air Force event, overall, I helped to create the schedule and approve the schedule, facilitated the visit and ensured that the cadets who were here as well as the cadre had all the required things, ID, cars, lodging, access to the DFAC and things of that nature and then provided them with several places to visit around the base to get immersed in what we do at Mountain Air Force Base. With regards to the specific Saylor Creek Range trip, I had knowledge that the trip was happening; however, I did not do any coordination for that trip itself.

Q7 (PRESIDENT): Was the ROTC itinerary ever routed through Wing Safety?

A7 (WITNESS): I do not know.

Q8 (PRESIDENT): Did you share the itinerary of the trip with any of your leadership or leadership within the wing?

A8 (WITNESS): I do not know.

Q9 (PRESIDENT): What was your understanding of what was going to be accomplished on the range visit?

A9 (WITNESS): My understanding was minimal. However, my expectation based on my conversation with the person who organized it was that they would go to the range and watch the A-10s who were going to be flying there that morning, as they were doing their training mission. Beyond that I did not think they would be doing anything else or know that they were going to anything else.

Q10 (PRESIDENT): Did you go to the range with the ROTC cadets?

A10 (WITNESS): No.

Q11 (PRESIDENT): Gentlemen, any other questions?

A11 (LEGAL ADVISOR AND RECORDER): No, Sir.

Q12 (PRESIDENT): Is there anything further you would like to add or discuss?

A12 (WITNESS): With regards to whether it was routed through the wing, I do not know if it was. However, I believe that when the cadets visited with the wing commander he most likely, and I don't know this for sure, saw or knew of what their itinerary was, potentially not specifics of it but the general itinerary and that would have been prior to the 24th.

Q13 (PRESIDENT): Have you been the project officer for all Ops AF visits here? Because I understand there are multiple visits to a wing throughout a summer. Were you the POC for all visits or just this visit?

A13 (WITNESS): For this visit and for an Air Force Academy visit which had four cadets only, just prior to when the ROTC cadre showed up.

Q14 (PRESIDENT): Do you know if the Academy cadets went to the range?

A14 (WITNESS): I don't remember.

Q15 (PRESIDENT): On the record, I want to instruct you that this interview is of an official nature and you are refrained from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

A15 (WITNESS): Yes, Sir.

PRESIDENT: Ok, thank you for your time. Thanks a lot.

From: LEGAL ADVISOR [Maj USAF AETC 19 AF/JA](#)
To: RECORDER [Capt USAF AETC 81 TRW/JA](#)
Subject: FW: Regarding AIB Interview for Lt Col RS1
Date: Tuesday, August 9, 2022 1:32:58 PM

-----Original Message-----

From: ADC1 Capt USAF AFLOA 90 MW/JAJD
Sent: Tuesday, August 9, 2022 11:51 AM
To: LEGAL ADVISOR Maj USAF AETC 19 AF/JA
Cc: SrA USAF AFGSC 90 MW/ADC
Subject: Regarding AIB Interview for Lt Col RS1

Maj ^{LEGAL ADVISOR},

Good morning Sir. At this time I'm going to provide the below statement on behalf of Lt Col RS1. In all other respects Lt Col RS1 is asserting her right to remain silent and decline to answer questions under Article 31 of the UCMJ.

Statement: Prior to the day of the accident, Lt Col RS1 had no training or experience in the operation, use, or function of HMMWVs and has never been licensed or trained on their operation, functionality, inspection, or repair. She did briefly drive a HMMWV on that day under the direction and guidance of Maj RS2.

Thank you for your time.

Respectfully,

ADC1 Capt, USAF
Area Defense Counsel
F.E. Warren AFB
Comm:
DSN:
On Base:

| STATEMENT OF SUSPECT/WITNESS/COMPLAINANT | | | | | <input checked="" type="checkbox"/> SUSPECT |
|--|---|--|--|--|--|
| | | | | | <input type="checkbox"/> WITNESS/COMPLAINANT |
| PRIVACY ACT STATEMENT | | | | | |
| <p>AUTHORITY: 10 U.S.C. 9013, Secretary of the Air Force; 18 U.S.C. 922 note, Unlawful Acts note referring to the Brady Handgun Violence Prevention Act; 28 U.S.C. 534 note, Judiciary and Judicial Procedures, note referring to the Uniform Federal Crime Reporting Act; 34 U.S.C. 20101 et seq., Crime Victims Fund; and Amendment to Lautenberg, 18 U.S.C. 922(d) (9) Unlawful Acts; DoD Directive 7730.47, Defense Incident-Based Reporting System (DIBRS); SORN F031 AF SF B; and E.O. 9397 (SSN), as amended.</p> <p>PRINCIPAL PURPOSES: Used to record information and details of criminal activity which may require investigative action by commanders, supervisors, AF entities conducting law enforcement functions; and to provide information to appropriate individuals within DoD organizations who ensure proper legal and administrative action is taken.</p> <p>ROUTINE USES: Information may be disclosed to local, county, state, and federal law enforcement/investigative authorities for investigation and possible criminal prosecution or civil court action. Information extracted from this form may be used in other related criminal and/or civil proceedings.</p> <p>DISCLOSURE IS VOLUNTARY: SSN is used to positively identify the individual making the statement.</p> | | | | | |
| I. STATEMENT INFORMATION | | | | | |
| DATE (YYYYMMDD) | TIME | LOCATION AND INSTALLATION (Bldg/Room No) | UNIT TAKING STATEMENT | REPEAT (If known) | |
| 20220808 | | | Ground Accident Investigation Board | <input type="checkbox"/> OFFENSE <input type="checkbox"/> COMPLAINT | |
| II. PERSONAL IDENTIFICATION(Print or Type) | | | | | |
| NAME (Last, First, Middle Initial) | | SSN | STATUS/GRADE | | |
| RS2 | | | O-4 | | |
| LOCAL ADDRESS (Include Zip Code) | | DATE AND PLACE OF BIRTH (If required) | TELEPHONE | | |
| | | | HOME DUTY | | |
| PERMANENT ADDRESS OR HOME OF RECORD (Include Zip Code) | | MILITARY ORGANIZATION/EMPLOYER | DEROS | | |
| | | AFROTC Det | | | |
| SPONSOR INFORMATION | | | | | |
| NAME (Last, First, Middle Initial) | | GRADE | SSN | ORGANIZATION | DUTY PHONE |
| | | | | | |
| III. ACKNOWLEDGEMENT OF OFFENSES AND 5TH AMENDMENT/ARTICLE 31 RIGHTS ADVISEMENT (Suspect Only) | | | | | |
| I have been advised that I am suspected of the following offenses: | | | | | |
| Article 92 - Dereliction of Duty | | | | | |
| ADVISED BY (Full Name and Rank) | | | INDIVIDUAL IDENTIFIED HIMSELF/HERSELF AS A (SF, special agent, etc.) | | |
| Brig Gen Lyle K. Drew | | | Ground Accident Investigation Board President | | |
| SUSPECT INITIALS | and advised me that I have the following rights according to the 5th Amendment of the U.S. Constitution/Article 31 of the Uniform Code of Military Justice. | | | | |
| RS2 | I have the right to remain silent - that is to say nothing at all. | | | | |
| | Any statement I make, oral or written, may be used as evidence against me in a trial or in other judicial, non-judicial, or administrative proceedings. | | | | |
| | I have the right to consult with a lawyer. | | | | |
| | I have the right to have a lawyer present during this interview. | | | | |
| | I may obtain a civilian lawyer of my own choice at no expense to the government. | | | | |
| | I may request a lawyer any time during this interview. | | | | |
| | If I decide to answer questions with or without a lawyer present, I may stop the questioning at any time. | | | | |
| | MILITARY ONLY: If I want a military lawyer, one will be appointed for me free of charge. | | | | |
| | CIVILIANS ONLY: If I cannot afford a lawyer and want one, a lawyer will be appointed for me by civilian authorities. | | | | |
| SUSPECT INITIALS | I have read my rights as listed above and I fully understand my rights. No promises, threats, or inducements of any kind have been made to me. No pressure or coercion has been used against me. I make the following choice. (Initial One) | | | | |
| | <input checked="" type="checkbox"/> I do not want a lawyer. I am willing to answer questions or make a statement or both, about the offense(s) under investigation. | | | | |
| | <input checked="" type="checkbox"/> I do not want a lawyer and I do not wish to make a statement or answer any questions. | | | | |
| RS2 | <input type="checkbox"/> I want a lawyer. I will not make any statement or answer any questions until I talk to a lawyer. | | | | |
| I fully understand my rights and that my signature does not constitute an admission of guilt. | | | | | |
| SIGNATURE OF SUSPECT | | | SIGNATURE OF WITNESS/INTERVIEWER | | |
| RS2 | | | | | |

IV. STATEMENT

See Attached

V. OATH/SIGNATURE

"I hereby voluntarily and of my own free will make this statement without having been subjected to any coercion, unlawful influence, or unlawful inducement. I swear (or affirm) I have read this statement, initialed all pages and corrections, and it is true and correct to the best of my knowledge."

SIGNATURE OF PERSON MAKING STATEMENT

RS2

SIGNATURE OF WITNESS/INTERVIEWER

*Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day
of _____ (year).*

SIGNATURE OF PERSON ADMINISTERING OATH

VI. INSTRUCTIONS FOR CONTINUATION PAGE(S)

Use plain bond paper (both sides optional). At the top right of each page, print or type "(Last name of individual making the Statement) on (Date)." At the bottom of each page, print or type: "Page ____ of ____ Pages." The individual must initial the top and bottom entries and sign his/her name at the bottom of each page.

Intro

I am Brigadier General Lyle Drew, the Ground Accident Investigation Board President. I have reason to suspect you of the alleged offense or offenses of Dereliction of Duty under Article 92 of the Uniform Code of Military Justice. Before proceeding with this interview, I want to advise you of your rights under the provisions of Article 31 of the Uniform Code of Military Justice. You have the right to remain silent, that is, to say nothing at all. Any statement you make, oral or written, may be used as evidence against you in a trial by court-martial, or in other judicial, nonjudicial, or administrative proceedings. You have the right to consult with a lawyer prior to any questioning and to have a lawyer present during this interview. You have the right to military counsel free of charge. In addition to military counsel, you are entitled to civilian counsel of your own choosing, at your own expense. You may request a lawyer at any time during this interview. If you decide to answer questions during this interview, you may stop the questioning at any time.

Do you understand your rights? **YES SIR, I UNDERSTAND MY RIGHTS.**

Do you want a lawyer? **YES SIR, MY AREA DEFENSE COUNSEL IS CAPT ADC2 WHO IS STATIONED AT HOLLOMAN AFB, NM. I AM PROVIDING MY ANSWERS IN BOLD AND IN ALL CAPS BELOW AFTER CONSULTING WITH MY DEFENSE COUNSEL.**

Are you willing to answer questions? **YES SIR, I AM WILLING TO ANSWER QUESTIONS. PLEASE SEE MY ANSWERS IN BOLD AND IN ALL CAPS BELOW AFTER CONSULTING WITH MY DEFENSE COUNSEL.**

Having been duly sworn and advised of the allegations, of his rights under Article 31, Uniform Code of Military Justice, and of his right to counsel, and having acknowledged his understanding of those rights, and having affirmatively waived those rights, the witness testified as follows:

Adoption of SIB Testimony

You previously provided a non-privileged statement to Safety Investigation Board personnel. As I stated before, the Accident Investigation Board is a process separate and apart from Safety Investigation. I'll give you an opportunity to review the testimony you provided during the Safety Investigation. Under oath, would you like to adopt that statement as part of your testimony today?

YES SIR, I WOULD LIKE TO ADOPT MY STATEMENT FROM THE SAFETY INVESTIGATION BOARD AS PART OF MY TESTIMONY HERE.

Substantive

Describe your interactions with the Ops Air Force project officers at Mountain Home AFB.

MY INTERACTIONS WITH THE TWO PROJECT OFFICERS WERE FAIRLY LIMITED IN NATURE IN THE PLANNING STAGE (EMAIL/PHONE CORRESPONDENCE ONLY). I DID NOT PHYSICALLY MEET THE PROJECT OFFICERS UNTIL WE HAD ARRIVED AT MOUNTAIN HOME AFB (MH AFB). THE PROJECT OFFICERS WERE OUR LIASON BETWEEN THE VARIOUS BASE ORGANIZATIONS TO SECURE THE VARIOUS EXPERIENCES THE CADETS WOULD BE EXPOSED TO WHILE ON MH AFB. THEY WERE THE POCs FOR SECURING OUR OFFICIAL ITINERARY.

What time did you depart Mountain Home AFB to get to the range on 24 June 2022?

I DO NOT RECALL THE ACTUAL TIME WE DEPARTED MH AFB. I WOULD ESTIMATE SOMEWHERE AROUND 0800 AS I BELIEVE WE LEFT THE DFAC FOLLOWING

BREAKFAST TO MEET THE RANGE OFFICER AT THE MUNITIONS SQUADRON. WE FOLLOWED THE RANGE OFFICER TO THE RANGE.

Did you personally ride in any of the HMMWVs?

YES.

Were you ever aware that certain components of the HMMWVs, such as the doors and the safety belt, were not working properly?

I DO NOT RECALL.

Were you aware that two of the three HMMWVs initially drove off without the range supervisor's permission to leave?

I ONLY BECAME AWARE AFTER THEY HAD DEPARTED BECAUSE SOMEONE NOTIFIED ME. I DID NOT WITNESS THE DEPARTURE.

What was your response?

UPON THE RETURN I TRIED TO GATHER ALL THE AVAILABLE CADETS AND VERBALLY INSTRUCTED ALL OF THEM THAT THEY ARE TO FOLLOW THE RULES OF ENGAGEMENT (ROEs) SET BY THE RANGE OFFICER AS THIS IS HIS AREA OF RESPONSIBILITY (AOR). I REITERATED THAT HE IS THE SUBJECT MATTER EXPERT (SME) AND IS AWARE OF ANY HAZARDS THE RANGE MAY HAVE.

How were you informed of the cadets doing donuts in the HMMWVs?

I WAS VERBALLY INFORMED BY A MEMBER OF THE RANGE STAFF WHO WALKED UP TO ME (WHOM I CANNOT SPECIFICALLY RECALL). I HAD BEEN SITTING OUTSIDE NEAR THE "SMOKE SHACK" WHILE CADETS WERE BOTH INSIDE LOOKING AT RANGE/GUN CAMERA FOOTAGE AND DRIVING THE HMMWVS. I TOLD THE RANGE INDIVIDUAL THAT I WOULD ADDRESS THE CADET AS A GROUP DIRECTLY ONCE THEY WERE BACK AT RANGE CONTROL.

When you said you were going to handle the cadets doing donuts, what did you plan to do?

AS PREVIOUSLY STATED, I GATHERED THE CADETS AS A GROUP AND REITERATED THE ROEs SET FORTH BY RANGE CONTROL. I ALSO INFORMED THEM TO BEGIN PREPARATION FOR DEPARTURE (CONSUME LUNCHES, USE LAVATORY, ETC).

How much time elapsed between that and the time of the mishap?

I DO NOT RECALL.

Is there anything further that you would like to discuss?

NO.

Outro

On the record, I want to instruct you that this interview is of an official nature and you are refrained from discussing your testimony without my permission until the report has been released to the public. Do you understand that?

I UNDERSTAND.

NO ADDITIONAL STATEMENTS

V13. SUMMARIZED TESTIMONY OF MR. LGRM

SUMMARIZED TESTIMONY

OF
MR. LGRM

I, Mr. LGRM, of the 366th Logistics Readiness Squadron, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 11 August 2022. During the interview I adopted my previous SIB statement made on 20 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB.

LGRM

Digitally signed by
Date: 2022.08.19 13:27:17
-06'00'
, DAF

Signed and sworn to me this 11 day of August, 2022.

DREW.LYLE.

K.

LYLE K. DREW
Brigadier General, USAF
Board President

Digitally signed by
DREW.LYLE.K.
Date: 2022.08.28
14:07:21 -05'00'

V14. SUMMARIZED TESTIMONY OF MR. SE

SUMMARIZED TESTIMONY
OF
MR. SE

I, Mr. SE, of the Wing Safety Office, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 8 August 2022. During the interview I adopted my previous SIB statement made on 7 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB.

Digitally signed by

Date: 2022.08.22
08:12:18 -06'00'

SE

, DAF

Signed and sworn to me this 8 day of August, 2022.

DREW.LYL
E.K.

Digitally signed by
DREW.LYLE.K.
Date: 2022.08.28
14:08:32 -05'00'

LYLE K. DREW
Brigadier General, USAF
Board President

V15. SUMMARIZED TESTIMONY OF MR. VMS

SUMMARIZED TESTIMONY

OF

MR. VMS

I, Mr. VMS, of the 366th Logistics Readiness Squadron, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 8 August 2022. During the interview I adopted my previous SIB statement made on 19 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB.

VMS

Digitally signed by
Date: 2022.08.19
12:35:38 -06'00'

, DAF

Signed and sworn to me this 8 day of August, 2022.

DREW.LYLE.
K.

Digitally signed by
DREW.LYLE.K.
Date: 2022.08.28
13:55:41 -05'00'

LYLE K. DREW
Brigadier General, USAF
Board President

V16. SUMMARIZED TESTIMONY OF LT COL SJA

V17. SUMMARIZED TESTIMONY OF CAPT FS

SUMMARIZED TESTIMONY OF CAPTAIN^{FS}

I, Captain^{FS} of the 389th Fighter Squadron, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 12 August 2022. During the interview I adopted my previous SIB statement made on 8 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB.

FS

Digitally signed by
Date: 2022.09.01 17:02:37
-06'00'

, Capt, USAF

Signed and sworn to me this 12 day of August, 2022.

DREW.LYLE.K. Digitally signed by
DREW.LYLE.K.
Date: 2022.09.23 17:32:51
-05'00'
K.
LYLE K. DREW
Brigadier General, USAF
Board President

V18. SUMMARIZED TESTIMONY OF COL AFROTC

SUMMARIZED TESTIMONY OF COLONEL AFROTC

I, Colonel AFROTC, Deputy Commander, Air Force Reserve Officer Training Corps, at Maxwell Air Force Base, Alabama, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 15 August 2022. During the interview I adopted my previous SIB statement made on 7 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB.

AFROTC

Digitally signed by

Date: 2022.08.18 13:27:00
-05'00'

, Col, USAF

Signed and sworn to me this 18 day of August, 2022.

DREW.LYLE.K.

Digitally signed by

DREW.LYLE.K.

Date: 2022.08.28 13:45:39
-05'00'

LYLE K. DREW
Brigadier General, USAF
Board President

V19. SUMMARIZED TESTIMONY OF COL MDG

SUMMARIZED TESTIMONY
OF
COLONEL MDG

I, Colonel^{MDG} , of the 366th Medical Group, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 8 August 2022. During the interview I adopted my previous SIB statement made on 11 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB. I noted that while the transcription contained scrivener's errors, it did not affect the substance of my testimony.

MDG

Digitally signed by
Date: 2022.08.21
13:51:49 -06'00'
, Colonel, USAF

Signed and sworn to me this 21 day of August, 2022.

DREW.LYLE.K. Digitally signed by
DREW.LYLE.K.
Date: 2022.08.28
13:46:58 -05'00'
LYLE K. DREW
Brigadier General, USAF
Board President

V20. SUMMARIZED TESTIMONY OF LT COL CMS

SUMMARIZED TESTIMONY
OF
LIEUTENANT COLONEL ^{CMS}

I, Lieutenant Colonel ^{CMS}, of the 366th Medical Group, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 9 August 2022. During the interview I adopted my previous SIB statement made on 8 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB.

CMS

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Date: 2022.08.22 11:08:07
-06'00'

, Lt Col, USAF

Signed and sworn to me this 9 day of August, 2022.

DREW.LYLE.
K.

Digitally signed by
DREW.LYLE.K.

Date: 2022.08.28 13:48:25
-05'00'

LYLE K. DREW
Brigadier General, USAF
Board President

V21. SUMMARIZED TESTIMONY OF LT COL HLM

V22. SUMMARIZED TESTIMONY OF MAJ OMRS

SUMMARIZED TESTIMONY OF MAJOR OMRS

I, Major OMRS, of the 366th Operational Medical Readiness Squadron, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 15 August 2022. During the interview I adopted my previous SIB statement made on 15 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB.

OMRS

Digitally signed by

Date: 2022.08.22 13:43:06 -06'00'

, Maj, USAF

Signed and sworn to me this 22 day of August, 2022.

DREW.LYLE.K.

Digitally signed by
DREW.LYLE.K

Date: 2022.08.28 13:53:07
-05'00'


LYLE K. DREW
Brigadier General, USAF
Board President

V23. SUMMARIZED TESTIMONY OF MAJ MO

SUMMARIZED TESTIMONY
OF
MAJOR MO

I, Major MO, of United States Space Command, at Peterson Space Force Base, Colorado, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 8 August 2022. During the interview I adopted my previous SIB statement made on 12 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB. I noted one scrivener's error in the transcription— references to "home center" should be changed to "Holm Center."

Digitally signed by


Date: 2022.08.18
11:29:13 -06'00'

MO

, Maj, USAF

Signed and sworn to me this 8 day of August, 2022.


DREW.LYLE.

K.

LYLE K. DREW

Brigadier General, USAF
Board President

Digitally signed by
DREW.LYLE.K.


Date: 2022.08.28
13:54:25 -05'00'

V24. SUMMARIZED TESTIMONY OF MR. CAR

SUMMARIZED TESTIMONY OF MR. CAR

I, Mr. CAR, of the 366th Force Support Squadron, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 9 August 2022. During the interview I adopted my previous SIB statement made on 11 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB. I did note that one scrivener's error- the word "not" is omitted when I discussed benefits. The transcription should state, "hey, make sure people are not talking about benefits."

CAR

Digitally signed by

Date: 2022.08.19
12:49:22 -06'00'

, DAF

Signed and sworn to me this 9 day of August, 2022.

DREW.LYLE.
K.

Digitally signed by
DREW.LYLE.K.

Date: 2022.08.28
14:09:25 -05'00'

LYLE K. DREW
Brigadier General, USAF
Board President

V25. SUMMARIZED TESTIMONY OF TSGT LRS

SUMMARIZED TESTIMONY OF TSGT LRS

I, Technical Sergeant LRS, of the 366th Logistics Readiness Squadron, at Mountain Home Air Force Base, Idaho, after being placed under oath, hereby state that I received an explanation of the difference between the nature of an accident investigation board AIB under AFI 51-307 and a safety investigation board (SIB) under AFI 91-204. An AIB is a legal investigation convened to inquire into the facts surrounding aerospace accidents, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, and administrative proceedings. I understand the difference between an AIB and SIB. I understand my previously given testimony may be used for any purpose and can be released to the public. The following summarizes my interview with the AIB Board President on 8 August 2022. During the interview I adopted my previous SIB statement made on 19 July 2022 as a sworn (under oath) statement and answered no other questions posed by the AIB.

LRS

Digitally signed by

Date: 2022.08.19 11:03:33 -06'00'

, TSgt, USAF

Signed and sworn to me this 8 day of August, 2022.

DREW.LYLE.
K.

Digitally signed by
DREW.LYLE.K.

Date: 2022.08.28 16:31:24
-05'00'

LYLE K. DREW
Brigadier General, USAF
Board President

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TAB X

STATEMENTS OF INJURY AND DEATH

X1. MEDICAL REVIEW MEMORANDUM..... X-2

X1. MEDICAL REVIEW MEMORANDUM



DEPARTMENT OF THE AIR FORCE AIR EDUCATION AND TRAINING COMMAND

17 November 2022

MEMORANDUM FOR RECORD

FROM: Medical Member, Ground Accident Investigation Board

SUBJECT: Medical Review for 24 June 2022, Mishap, HMMWV Roll Over

1. The purpose of this memorandum is to provide a general medical statement documenting the review of available medical records and preponderance of testimonies received by this Ground Accident Investigation Board (GAIB) in the case of the High Mobility Multipurpose Wheeled Vehicle (HMMWV) rollover mishap involving three AFROTC Cadets that occurred on 24 June 2022, at Saylor Creek Bombing Range near Mountain Home AFB, ID. This review is IAW AFI 51-307, Paragraph 11.2.9., *Aerospace and Ground Accident Investigations*.
2. I am a Doctor of Osteopathy, licensed to practice medicine in Missouri, qualified and board certified in Family Medicine for 24 years and Aerospace Medicine for 6 years. I completed a Residency in Aerospace Medicine (RAM) in 2016 which included Mishap Investigation training.
3. This mishap resulted in the death of Mishap Cadet One (MC1) and minor injuries to the other two cadets, hereafter known as Motor Vehicle Operator (MVO) and Mishap Cadet Two (MC2).
4. MVO, MC1 and MC2 were all civilian AFROTC Cadets, so there were no pre-mishap medical records available for review. The only medical records available for this GAIB were the 24 June 2022, St. Alphonsus Emergency Room (ER) records for the post-mishap medical evaluations for MVO and MC2. Both had minor injuries and were released from the St. Alphonsus ER.
5. MVO, MC1, and MC2 had normal duty days 0800-1530 and were not subjected to any abnormal crew duty time. Crew rest appeared to be normal for the Cadets in general and was not a factor in this mishap.
6. The examination of MC1's toxicology specimens did not reveal any positive findings.
7. I have reviewed the Owyhee County Coroner's report regarding the decedent's death, and I agree with the findings that MC1's cause of death was asphyxia due to blunt force trauma involving the head, chest and upper abdomen which were caused by the HMMWV accident.

 Digitally signed by
Date: 2022.11.17 07:42:38 -06'00'

, DO, MS, Col, USAF, MC, SFS
Medical Member, Accident Investigation Board

TAB Y

LEGAL BOARD APPOINTMENT DOCUMENTS

| | |
|---------------------------------------|-----|
| Y1. CONVENING ORDER | Y-2 |
| Y2. AMENDMENT TO CONVENING ORDER..... | Y-5 |
| Y3. APPOINTMENT MEMORANDUM | Y-6 |

Y1. CONVENING ORDER



DEPARTMENT OF THE AIR FORCE AIR EDUCATION AND TRAINING COMMAND



2 July 2022

MEMORANDUM FOR COLONEL RANDY OAKLAND

FROM: AETC/CC
1 F Street, Suite 1
JBSA-Randolph TX 78150-4324

SUBJECT: Convening of AFI 51-307 Ground Accident Investigation Board; Class A
Mishap, 24 June 2022, AFROTC Det 685, Mountain Home Air Force Base, Idaho

1. Convening of the Board. A Ground Accident Investigation Board (GAIB) is hereby convened under the provisions of AFI 51-307, *Aerospace and Ground Accident Investigations*, to investigate the subject mishap. You must avoid accessing any privileged safety information regarding this mishap until approval of the GAIB report. This appointment letter is your authority to interview witnesses, take sworn testimony, review all documents, files, and wreckage relevant to your investigation, and to serve as an authorized representative under the Health Insurance Portability and Accountability Act (HIPAA), if necessary. Upon receipt of a complete Part 1 of the Safety Investigation Board (SIB) report, you and other detailed GAIB members are relieved of all other duties until the final GAIB report is submitted for approval. You may consider releasing any member when his/her responsibilities are complete. The following personnel are detailed to serve on the GAIB:

| | |
|-------------------------------------|---------------|
| COLONEL RANDY P. OAKLAND, AETC/A3/6 | President |
| MAJOR | Legal Advisor |

2. Instructions.

a. Your investigation will follow the guidelines and procedures in AFI 51-307. HQ AETC/JA or your legal advisor will advise you on preliminary administrative matters. Your legal advisor is required to be present during all witness interviews, and must review all evidence, documents, transcripts, and statements prior to their inclusion in your report. Your report will include an Executive Summary, Summary of Facts, as required by AFI 51-307. All witnesses, documents, records, and other evidence within the control of the Air Force will be made available to you, other than privileged safety information. All witnesses who testify must do so under oath or affirmation. Your report shall be released to the public and shall not contain any privileged safety or Privacy Act-protected information.

b. This investigation should be completed within 30 days of your receipt of a complete Part 1 of the SIB report and other collateral evidence from your legal advisor. Submit any requests for extensions, additional advisors, or other matters, as well as your completed report, to HQ AETC/JA.

3. **Travel.** Travel and billeting will be funded by AETC. Travel orders should be issued locally and authorize variations in travel for all board members. A fund cite will be provided by HQ AETC/JA. All travel costs needed for witness interviews outside the Mountain Home Air Force Base (AFB), Idaho, area should be coordinated with HQ AETC/JA in advance.

4. **Host Installation Support.** In accordance with AFI 51-307, Mountain Home AFB, Idaho, will assist you with logistical and administrative support. A host installation liaison will be appointed by the installation commander to assist with arranging billeting, vehicles (if available), facilities, administrative support, and communications services. Make contact with the host installation liaison through the office of the installation commander. Additionally, the mishap squadron shall appoint a point of contact to assist the investigation with access to witnesses and evidence secured by the unit.

5. **High Interest.** In addition to your duties as the Board President, you will serve as the conduit for accident investigation information to the next-of-kin (NoK), to seriously injured personnel, and to the public. In order to provide timely information to these individuals, you should proceed to the scene of the accident no later than 48 hours after the arrival of the SIB. After assessing the situation, you may prepare and process an Early Release of Information for release to the NoK and to the public in accordance with AFI 51-307, Chapter 7. You may then seek HQ AETC/JA approval to depart the accident site, pending receipt of the Part 1 of the SIB report.

6. I delegate to my Staff Judge Advocate the authority to appoint, remove or substitute any board member other than the Board President, as necessary.

7. My point of contact for any questions is Major _____, commercial:

/s/ Brian S. Robinson
BRIAN S. ROBINSON
Lieutenant General, USAF
Commander

FOR THE COMMANDER

//signed//

_____, Colonel, USAF
Acting Staff Judge Advocate

cc:
Colonel Randy P. Oakland

Major
AU
366 FW/CC
AETC/DO/FM/JA/PA/SE
AFROTC Det 685

Y2. AMENDMENT TO CONVENING ORDER



DEPARTMENT OF THE AIR FORCE AIR EDUCATION AND TRAINING COMMAND



6 July 2022

MEMORANDUM FOR COLONEL RANDY OAKLAND
BRIGADIER GENERAL LYLE K. DREW

FROM: HQ AETC/SJA
61 Main Circle, Suite 1
JBSA-Randolph, TX 78150-4324

SUBJECT: Amendment to Convening of AFI 51-307 Ground Accident Investigation Board; Class A Mishap, 24 June 2022, AFROTC Det 685, Mountain Home Air Force Base, Idaho

1. I hereby excuse the Board President, Colonel Randy Oakland, a member of the Ground Accident Investigation Board (GAIB) due to scheduling conflicts.
2. I appoint Brigadier General Lyle K. Drew, 82 TRW/CC, Sheppard AFB, TX, as the replacement Board President to the accident investigation involving the subject mishap.
3. The new Board President is Brigadier General Lyle K. Drew. The convening order is the Board President's authority to interview witnesses, take sworn testimony, and review all documents, files, and wreckage relevant to this investigation. Upon receipt of a complete Part 1 of the Safety Investigation Board (SIB) report, all detailed members are relieved of all other duties until the action of the report has been approved by the Convening Authority. You must avoid accessing any privileged safety information regarding this mishap.
4. The investigation will follow the guidelines and procedures in AFI 51-307. Board members are not authorized to disclose board findings or opinions, except to members of my staff, prior to my approval of the AIB Report.
5. The HQ AETC/JA point of contact for any questions is Major _____ at _____
For administrative matters, contact _____
The AIB legal advisor is Major _____
who will contact you with additional information.

//signed//

Lt Col, USAF
Deputy Staff Judge Advocate

Attachment:
Convening of AFI 51-307 Ground Accident Investigation Board; Class A Mishap, 24 June 2022, AFROTC Det 685, Mountain Home Air Force Base, Idaho

cc: Major

Y3. APPOINTMENT MEMORANDUM



DEPARTMENT OF THE AIR FORCE AIR EDUCATION AND TRAINING COMMAND



22 July 2022

MEMORANDUM FOR ACCIDENT INVESTIGATION BOARD MEMBERS

FROM: AETC/JA
61 Main Circle, Suite 1
JBSA-Randolph, TX 78150-4544

SUBJECT: Appointment to AFI 51-307 Ground Accident Investigation Board; Class A Mishap, 24 June 2022, AFROTC Det 685, Mountain Home Air Force Base, Idaho

1. A Ground Accident Investigation Board (GAIB) has been convened under the provisions of AFI 51-307, *Aerospace and Ground Accident Investigations*, to investigate the subject mishap. The Board President is Brigadier General Lyle Drew. The Legal Advisor is Major [redacted]. The convening order is the Board President's authority to interview witnesses, take sworn testimony, and review all document, files, and wreckage relevant to this investigation. Upon receipt of a complete Part 1 of the Safety Investigation Board (SIB) report, all detailed members are relieved of all other duties until the action of the report has been approved by the Convening Authority. You must avoid accessing any privileged safety information regarding this mishap. The Board President may consider releasing any member when his/her responsibilities are complete. The following personnel are detailed to serve on the GAIB:

| | | |
|-----------------|--------------|-----------------------------|
| Colonel | 559 SGP | Medical |
| Captain | 81 TRW/JA | Recorder |
| Master Sergeant | 97 AMW | HMMWV Training & Operations |
| Staff Sergeant | 502 LRS/LGRV | HMMWV Maintenance |

2. The investigation will follow the guidelines and procedures in AFI 51-307. HQ AETC/JA will advise you on preliminary administrative matters, as required. The Legal Advisor is required to be present during all witness interviews and must review all evidence, documents, transcripts, and statements prior to inclusion in the report. The report will include an Executive Summary and Summary of Facts as required by AFI 51-307. Do not include a Statement of Opinion, recommendations or suggested corrective or disciplinary actions in your report. All witnesses, documents, records, and other evidence within the control of the Air Force will be made available to you, other than privileged safety information. All witnesses who testify must do so under oath or affirmation. The report shall be releasable to the public and may not contain any privileged safety or Privacy Act-protected information. This investigation should be completed within 30 days of your receipt of a complete Part 1 of the SIB report and other collateral evidence from your legal advisor. Submit any requests for extensions, additional advisors, or other matters, as well as your completed report, to HQ AETC/JA.

3. In accordance with AFI 51-307, HQ AETC/JA will fund travel and billeting for GAIB members. Travel orders should be issued locally and variations are authorized for all board members. MSgt [redacted], [redacted], (DSN [redacted]) or [redacted]

Mr. _____, _____, (DSN _____) will provide a DTS accounting label. All travel costs needed for witness interviews should be coordinated in advance with HQ AETC/JA.

4. In accordance with AFI 51-307, Mountain Home AFB, Idaho, will assist you with logistical and administrative support. A host installation liaison will be appointed by the installation commander to assist with arranging billeting, vehicles (if available), facilities, administrative support, and communications services. Make contact with the host installation liaison through the office of the installation commander. Additionally, the mishap squadron shall appoint a point of contact to assist the investigation with access to witnesses and evidence secured by the unit.

5. The HQ AETC/JA point of contact for any questions is Major _____, _____, or _____ (DSN _____). For administrative matters, contact Mr. _____ at _____, or _____ (DSN _____), (Cell _____).

Digitally signed by

Date: 2022.07.25 07:55:05 -05'00'

_____, Colonel, USAF

Staff Judge Advocate

cc:
Brigadier General Lyle Drew
Major
502 LRS/CC
81 TRW/CC
59 MDG/CC
502 LRS/SEL

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TAB BB

REGULATIONS, DIRECTIVES, AND OTHER GOVERNMENT DOCUMENTS

BB1. AFI 24-301BB-2

BB2. AFI 24-302BB-6

BB3. AFI 24-306BB-13

BB4. AF FORM 4354.....BB-15

BB5. AF FORM 4355.....BB-17

BB6. QTP 24-3-L350.....BB-19

BB7. DODM 4160.21BB-23

BB8. AFMAN 13-212BB-27

**BY ORDER OF THE SECRETARY
OF THE AIR FORCE**

AIR FORCE INSTRUCTION 24-301

22 OCTOBER 2019

Transportation

GROUND TRANSPORTATION



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at www.e-Publishing.af.mil for downloading or ordering

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OPR: AF/A4LR

Certified by: AF/A4L
(Brig Gen Linda S. Hurry)

Supersedes: AFI 24-301, August 2019

Pages:

This instruction implements Air Force Policy Directive 24-3, *Management, Operation and Use of Transportation Vehicles*. This publication is applicable to all authorized users of Air Force Government Motor Vehicles (GMVs) regardless of service affiliation and also applies to the Air National Guard and the Air Force Reserve, as well as the Civil Air Patrol and non-appropriated fund activities. It also applies to government contractors specifically authorized to use Air Force GMVs as a condition, clause, or amendment of their contract. Air Force Instruction (AFI) 34-204, *Property Management*, requires organizations using non-appropriated funded vehicles to adhere to this directive. This instruction requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10, *Records Maintained on Individuals*, United States Code, Section 552a(b) and Department of Defense Manual (DoDM) 4500.36, *Acquisitions, Management, and Use of Department of Defense (DoD) Non-Tactical Vehicles*. The applicable SORNs F024 AF IL C, Motor Vehicle Operator's Records and F031 AF SP L, Traffic Accident and Violation Reports are available at: <http://dpclo.defense.gov/Privacy/SORNs.aspx>. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Information Management System Records Disposition Schedule. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the Air Force Installation and Mission Support Center (AFIMSC). This Instruction may be supplemented at any level. All supplements must be routed through AFIMSC, National Guard Bureau or Air Force Reserve Office of Primary Responsibility (OPR) functional managers prior to certification. MAJCOM/Direct Reporting Unit

5.4.5.2.2. When military personnel separate from the service, they may retain their AF Form 2293. If retained, the words “NOT VALID-SEPARATED FROM THE SERVICE” will be marked on the front and back of the form or the auto-generated INVALID watermark may be used in OLVIMS-Dispatch before re-issuing the license for record purposes. **(T-1)**.

5.4.5.3. Do not maintain a local driver record of personnel in Temporary Duty/deployed status operating GMVs in OLVIMS-Dispatch Module, except when required for Ground Transportation Operations Center use.

5.4.6. General Employee Licensing Considerations:

5.4.6.1. Operation of non-tactical Air Force GMVs where the gross vehicle weight rating (GVWR) is less than 26,000 pounds, designed to transport 8 passengers or less, and does not have a standardized AFQTP, only requires a valid State motor vehicle operator’s license and a valid DoD issued Command Access Card (CAC). No further licensing is required.

5.4.6.2. Operation of Air Force GMVs or equipment designed for off-road construction in the following classes; vibratory and pneumatic rollers, paving machine, trencher, and cranes do not require licensing on the AF Form 2293.

5.4.6.3. Operation of all other Air Force GMVs (to include tactical vehicles and material handling equipment) requires additional training, certification, and licensing. **(T-0)**.

5.4.6.4. Completion of additional training and certification will be documented on the AF Form 171. **(T-1)**.

5.4.6.5. Operation of GMVs is limited to those vehicles identified on the AF Form 2293 and those that can be operated with only a State issued driver’s license per [paragraph 5.4.6.1](#).

5.4.6.6. On the day of issuance, the AF Form 2293 expiration date will be the same date as the member’s Common Access Card or state issued driver’s license, whichever expires first. **(T-0)**.

5.4.7. Commercial Motor Vehicle equivalent licensing requirements:

5.4.7.1. Training. All military and civilian personnel operating GMVs with a capacity of 16 or more passengers or with a GVWR greater than 26,000 pounds must receive appropriate Commercial Driver’s License (CDL)-equivalent training. **(T-0)**.

5.4.7.2. Certification. CDL-equivalent training requirements will be validated by completion of the Air Force Commercial Motor Vehicle written and hands-on examinations offered by Ground Transportation for the same class of vehicle type or by presenting a state-issued commercial driver’s license for the same class of vehicle type. **(T-0)**.

5.4.7.3. Licenses. Civilian personnel that operate GMVs 26,001 GVWR or more, a GMV designed to transport 16 or more passengers (including the operator) or a GMV transporting hazardous materials required to be placarded under Title 49 United States Code Section 31302, *Commercial Driver’s License Requirement*, must possess a CDL in addition to an AF Form 2293 indicating vehicle qualification. **(T-0)**.

5.4.7.3.1. Certain Military Drivers Exemption: IAW Title 49, *Transportation*, CFR Section 383.3, certain military drivers do not require a commercial driver's license to operate commercial motor vehicles. Title 49 CFR Section 383.3 states: "This exception is applicable to Regular Air Force military personnel; members of the military reserves; members of the national guard on active duty, including personnel on full-time national guard duty, personnel on part-time national guard training, and national guard military technicians (civilians who are required to wear military uniforms); and active duty U.S. Coast Guard personnel. This exception is not applicable to U.S. Reserve technicians".

5.4.7.3.2. Certain Federal Civilian Exceptions: The following are the only waivers that apply to civilian employees:

5.4.7.3.2.1. Federal civilian employees who operate firefighter or other civilian equivalent emergency response vehicles and vehicles used for removing snow and ice. **(T-0)**. **Note:** Refer to 49 CFR 383.3.(2)(3)(i)(A)(B) for further guidance.

5.4.7.3.2.2. For those personnel that fall under the exemption, utilize the AF Form 171 for training/certification and documentation of on-base operation only.

5.4.7.3.3. Personnel exempt from obtaining a CDL under this provision will comply with the licensing and qualification requirements for a GMV. **(T-0)**.

5.4.7.3.4. Licensing of federal civilian employees in overseas areas will be governed by Status of Forces Agreements and/or host nation requirements. **(T-0)**.

5.4.7.4. Personnel may use GMVs for commercial driver's licensing qualification and re-qualification by state driver's licensing agencies when authorized by the Logistics Readiness commander (or equivalent). This authority may be used when in the best interest of the Air Force. **Note:** Civilian employees must have a Commercial Learners Permit to use a GMV for training and licensing purposes. IAW 49 CFR 383.25. *Commercial Learners Permit (CLP)*, a CLP holder must be accompanied by a valid CDL holder with proper CDL group and endorsements while operating the GMV. The accompanying member will not be a military member, operating under the military exemption clause outlined in 49 CFR, Section 383.3.

5.4.8. Documenting Vehicle Training and Qualifications: The AF Form 171 will be used to document vehicle training and request addition(s) to the AF Form 2293. **(T-1)**.

5.4.8.1. When operation of a vehicle requires an AF Form 2293, the unit Vehicle Control Official checks the individual's state motor vehicle operator's license for medical or physical restrictions and notes all restrictions on the AF Form 171 for inclusion in the operator's AF Form 2293 and Master Driver's Record.

5.4.8.2. Unit commanders are the authorized signatory on AF Form 171s for units without a Vehicle Control Official. This authority may be locally delegated when submitted in writing to OR&L.

5.4.8.3. The member presents the AF Form 171 to OR&L, who establishes or updates the Master Driver's Record and issues the member an AF Form 2293. The AF Form 171 is returned to the unit Vehicle Control Official, and it will be filed for a minimum of 1 year (See Record Disposition Schedule): T24-03R10.00; note 214). **(T-1)**.

5.4.8.4. Personnel who receive training and a signed AF Form 171 on vehicles while deployed/Temporary Duty are authorized to have their AF Form 2293 updated upon return to home station, to reflect training on the vehicle(s).

5.4.8.4.1. Current unit commander or Vehicle Control Official signature on the AF Form 171 is sufficient certification. **Note:** Vehicles requiring CDL-equivalent certification still require home station certification prior to licensing.

5.4.8.4.2. Upon return from deployment/Temporary Duty, the member will present the AF Form 171 to OR&L for addition of the qualification to their AF Form 2293 prior to operating the vehicle captured on the AF Form 171. **(T-1)**.

Section 5C—Unit Vehicle Training and Vehicle Control Official Responsibilities

5.5. Unit Training and Vehicle Control Official Responsibilities: IAW Air Force Policy Directive 24-3, units will train and license the minimum number of AF (military and civilian) employees to operate, inspect and care for Air Force vehicles to complete the mission.

5.5.1. The using organization is responsible for vehicle training.

5.5.2. Training may be accomplished by contract with a commercial driver training agency at unit expense.

5.5.3. Ground Transportation may assist units with reviewing unit training programs and conducting training, provided resources are available.

5.5.4. Trainers: Unit commanders designate Vehicle Trainers IAW AFMAN 24-306. Use the AF Form 170, *Appointment of Vehicle Trainer* to identify the unit trainer(s).

5.5.4.1. OR&L validates the individual's qualifications in OLVIMS-Dispatch Module and requests a limited driver's record check from Security Forces utilizing the Security Forces Management Information System.

5.5.4.2. A list of training instructors, the type of vehicles they will be trainers for, and their accumulated points identified in the Security Forces Management Information System will be kept on file in OR&L. **(T-1)**. **Note:** The actual record should not be retained.

5.5.4.3. OR&L will reject a training instructor who is not licensed in OLVIMS-Dispatch or who has accumulated six or more points for accidents or moving traffic violations during the previous 12 consecutive months. **(T-1)**.

5.5.4.4. Once the candidate has been approved or rejected, OR&L will notify the unit. If approved, annotate the candidate as an approved trainer in OLVIMS-Dispatch Module.

5.5.4.5. Acts as liaison between the trainer and TVO Examiner to schedule knowledge, endorsement, and performance exams for applicable vehicles.

5.6. Maintenance Purposes Only: It is not necessary that vehicle management personnel be fully qualified in all operational aspects of the vehicle.

5.6.1. The AF Form 171 is used to document vehicle safety and equipment familiarization training. The AF Form 171 will be signed by the trainer, individual and by the Vehicle Fleet Manager or Vehicle Management Superintendent as the certifying official. **(T-1)**.

**BY ORDER OF THE SECRETARY
OF THE AIR FORCE**

AIR FORCE INSTRUCTION 24-302

21 FEBRUARY 2020



Transportation

VEHICLE MANAGEMENT

COMPLIANCE WITH THIS INSTRUCTION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at www.e-Publishing.af.mil for downloading or ordering

RELEASABILITY: There are no releasability restrictions on this publication

OPR: AF/A4LR

Certified by: AF/A4L
(Brig Gen Linda S. Hurry)

Supersedes: AFI24-302, 26 June 2012

Pages:

This publication implements Air Force Policy Directive (AFPD) 24-3, *Management, Operation and Use of Transportation Vehicles*. It establishes Air Force Vehicle Management procedures and directs the use of the DoD-directed Fleet Management Information System and supporting data systems. The Defense Property Accountability System is the DoD-directed Fleet Management Information System for Maintenance, Utilization and Warehouse functions and the Accountable Property System of Record for Air Force accountable vehicle assets. This publication applies to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve (AFR), and Air National Guard (ANG); however, it does not apply to the Civil Air Patrol or non-appropriated fund activities. Refer recommended changes and questions about this publication to the Office of Primary Responsibility using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the 441st Vehicle Support Chain Operations Squadron (441 VSCOS). The 441 VSCOS reviews and will forward AF Form 847 to Air Force/Logistics Readiness Division (AF/A4LR) for consideration. Supplements to this publication are not authorized. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. In regards to this AFI specifically, the Tier waiver authority for “T-1” is the 441 VSCOS with concurrence from AF/A4LR; respectively, the Tier waiver authority for “T-2” is the 441 VSCOS. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor’s commander for non-tiered compliance items in accordance with Figure 1.13. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with

Chapter 1

PRINCIPLES, VEHICLES & MAINTENANCE TYPES, AND SPECIAL INTEREST ITEMS

Section 1A—Principles, Vehicle Categories, Standards and Types of Maintenance

1.1. Overview. This publication provides guidance to manage Air Force fleet vehicles in peacetime and expeditionary environments. It outlines vehicle management roles and responsibilities at all Air Force levels and provides program oversight on the various support programs. All vehicle management activities must use this instruction to manage and maintain Air Force fleet vehicles. **(T-2).**

1.1.1. Principles of Vehicle Management. Use economical, reliable and up-to-date procedures to authorize, acquire, account for and maintain vehicles in a safe and serviceable condition throughout their lifecycle.

1.2. Motor Vehicle Definitions/Categories.

1.2.1. Motor Vehicle. Any self-propelled, drawn by mechanical power or electrically energized vehicle that is designed and operated principally for highway transportation of property or passengers, but does not include a military design motor vehicle or tactical vehicle.

1.2.1.1. Military Design Motor Vehicle. A motor vehicle (excluding commercial design motor vehicles) designed according to military specifications directly supporting combat or tactical operations or training for such operations.

1.2.1.2. Accountable Property System of Record Vehicle. These vehicles must use the DoD directed Fleet Management Information System as the Accountable Property System of Record and maintenance tracking system in accordance with DoDM 4500.36, *Acquisition, Management, and Use of DoD Non-Tactical Vehicles*. **(T-0)**. They include passenger carrying, cargo and utility, special purpose, low speed vehicle, firefighting, aircraft refueling, material handling and base maintenance vehicles of commercial or military design, including all approved government provided equipment vehicles. Include the following vehicular type descriptions in this definition:

1.2.1.2.1. Designed or used for military field training, combat or tactical purposes.

1.2.1.2.2. Used principally within the confines of an established Air Force installation, target range or depot.

1.2.1.2.3. Used by an agency in the performance of investigative, law enforcement or intelligence duties if the head of such agency determines that exclusive control of such vehicle is essential to the effective performance of such duties. **Note:** Not all items within these definitions will be determined as an accountable vehicle. Additionally, the Title 49 Code of Federal Regulation (CFR) Part 571, *Federal Motor Vehicle Safety Standards*, is a point of reference to assist with determination. However, the 441 VSCOS makes final determinations and on a case-by-case basis seeks advisement from the appropriate Integrated Product Team Program Manager at Robins AFB Support Equipment and Vehicles Division to assist with determinations (refer to [paragraph 3.10](#)).

1.4.4. The 441 VSCOS coordinates corrections or changes to Minimum Configuration Standard descriptions with The Air Force Civil Engineer Center.

1.4.5. Agreed upon descriptions are forwarded to Robins AFB Support Equipment and Vehicles Division.

1.5. Serviceability Standards. The Vehicle Fleet Manager (VFM)/Vehicle Management Superintendent (VMS) determines the minimum serviceability standards for day-to-day operations based on experience, manufacturers' specifications and applicable technical reference.

1.5.1. Judge serviceability using minimum standards in TO 36-1-191-WA-1, taking into account the following factors:

1.5.1.1. Age and mileage of the vehicle.

1.5.1.2. Requirement for the type of vehicle and job it is designed to do.

1.5.1.3. Remaining service life.

1.5.1.4. Compare value of returned use with the cost of needed repairs.

1.5.2. Vehicles experience wear and tear with use and age. Maintaining Air Force vehicles in a like-new condition is not practical.

1.5.3. Maintain Accountable Property System of Record vehicles and vehicular equipment items identified on the USAF Master Nuclear Certification List in accordance with manufacture standards, TO 36-1-191-WA-1 and other relevant vehicle maintenance technical orders and manuals. Refer to AFI 63-125, *Nuclear Certification Program*, for information concerning Nuclear Support Equipment certification and Master Nuclear Certification List use, and AFI 91-103, *Air Force Nuclear Safety Design Certification Program*, for non-specialized support equipment (vehicle) modification/add-on policy.

1.6. Organizational Maintenance. Unit-level vehicle operators in the various squadrons and activities accomplish organizational maintenance across an installation. Operators use the vehicle's applicable *Operator's Inspection Guide and Trouble Report* (see [paragraph 7.8](#)), applicable TOs or owner's manual when accomplishing organizational maintenance. [Chapter 9](#) outlines specific organizational responsibilities.

1.7. Intermediate Maintenance. The base Vehicle Management accomplishes intermediate maintenance, including minor and major repairs. The VFM/VMS determines shop capabilities and decides which source of repair to use. Manpower, total cost, mission requirements, non-mission capable time, shop tools, equipment and technical capability influence the decision-making process. Intermediate maintenance is normally done in permanently established facilities and includes all or some of the following:

1.7.1. Preventive maintenance and inspections/special inspections.

1.7.1.1. Repairing, fabricating or replacing unserviceable components.

1.7.1.2. Refinishing, modifying (as directed by TO), repairing accessories and auxiliary equipment and doing structural repair.

1.7.1.3. Furnishing technical assistance to owning/using organizations.

1.7.2. If repair exceeds the base capability managers may perform maintenance through the following:

1.7.2.1. Contract.

1.7.2.2. Another Air Force base. If personnel requirements need adjustments, follow the guidance within AFI 25-201, *Intra-Service, Intra-Agency, And Inter-Agency Support Agreements Procedures*.

1.8. Vehicle Condition Inspections. Technicians must use AF Form 4355 to verify a vehicle's condition when initiating a work order and accepting a vehicle for maintenance. **(T-2).**

1.9. Depot-Level Maintenance. This level of maintenance provides technical aid and overhaul of specific vehicles (reference TO 00-25-4-WA-1, *Depot Maintenance of Aerospace Vehicles and Training Equipment* and TO 36-1-191-WA-1). Robins AFB Support Equipment and Vehicles Division manages depot-level maintenance for Air Force needs.

1.10. Transient Vehicle and Equipment Maintenance. Provide maintenance priority to transient vehicles according to their mission or circumstance.

1.11. Vehicle Abuse, Accidents and Incident Maintenance. Vehicle and vehicular equipment abuse damage is a willful or negligent act of improper operation or care. Willful references acts which are intentional, conscious and directed toward achieving a purpose. Negligence is failure to use reasonable care, resulting in damage or injury to another. Wind damage to vehicle doors is considered vehicle abuse. A vehicle or vehicular equipment accident is a result of a major or minor impact/collision with another vehicle or object. Damage caused by acts of nature, natural disasters or mechanical failures are vehicle incidents.

1.11.1. The VFM/VMS is the fleet management functional expert with the authority to determine what is/is not vehicle abuse, accident or an incident.

1.11.1.1. Vehicle Management will document storm-related vehicle damage in accordance with DoD Fleet Management instructions. **(T-0).** Document damage on the Vehicle Storm Damage link located on the [VM SharePoint®](#).

1.11.2. All Vehicle Management Operation & Maintenance (O&M) expenditures for vehicle accident and abuse repairs, including contract cost, are reimbursable to Vehicle Management by the owning/using organization or the organization responsible for the damage if not the owner. Includes repair costs for all government vehicles when involving multiple government vehicles.

1.11.3. Owning/using organizations fund vehicle rental and lease vehicle abuse and accident damage. Owning/using organizations will be responsible for reimbursement when responsibility cannot be determined. **(T-2).**

1.11.3.1. GSA lease vehicles that fall under "Billing Office of Account Code 5738SY," owning/using organizations will be responsible for adding their line of accounting and funding document information into the accident billings portion of the General Services Administration's SpeedPay system at the beginning of each fiscal year. **(T-2)**

1.11.4. The operator or owning/using organization must report all accidents involving GSA vehicles, regardless of damage to the GSA Accident Management Center in accordance with GSA contract provisions. **(T-0).**

4.28.1. Requesting activities, MAJCOMs, AFIMSC, Program Management Offices and contracting agencies must obtain 441 VSCOS approval prior to including any government-owned vehicles as Government Furnished Property in a Performance Work Statement (PWS) or contract, etc. **(T-2)**. The 441 VSCOS is a reviewer in the government-furnished property module for all vehicular requests. Identify and document approved assets in the Performance Work Statement. To initiate review, send requests to the 441 VSCOS contract management org box (441VSCOS.Vehicle.Contracts@us.af.mil).

4.28.2. Approved Government Furnished Equipment-Vehicles are loaded in the Accountable Property System of Record under one of the following Government Furnished Equipment-Vehicles Authorized Standard (AS) Codes.

4.28.2.1. AS025: Incidental Property in Place of Performance. Vehicles provided to service contracts where the vehicles do not leave the installation, are used within the installation and remain accountable to the government. These vehicles are provided to contractors to use on a non-interference basis. The 441 VSCOS establishes the baseline requirements using current business rules. Additionally these vehicles are accounted for, managed and maintained in accordance with DoDM 4500.36, TO 36-1-191-WA-1, this AFI and other applicable TOs or directives.

4.28.2.2. AS037: Vehicle Fleet (Air Force provided and replaced contractor support). These vehicles are provided as “Agency-Peculiar” Government Furnished Equipment-Vehicles and the Air Force is responsible for providing replacements. Agency-Peculiar Government Furnished Equipment-Vehicles are vehicles not available on the open-market and specifically required to support or complete a contract task; e.g., 60/25K Aircraft Cargo Loaders, R-11 Aircraft Refuelers, Flight-Line Tow Tractors (when Air Force Technical Orders call for specific tow vehicle) and M-series. AS037 Government Furnished Equipment-Vehicles are accounted for, managed and maintained in accordance with DoDM 4500.36, TO 36-1-191-WA-1, this AFI and other applicable TOs or directives.

4.28.2.3. AS051: Air Force Vehicles for Non-Air Force Activity (Air Force provided but not Air Force replaced contractor support). These vehicles would be all other vehicles types available on the open-market, e.g., light, medium and heavy duty general purpose cargo and passenger vehicles, trailers, construction or base maintenance equipment, low speed vehicles, etc. Refer to **Table 4.1** for AS Code descriptions.

4.28.2.3.1. AS051 Government Furnished Equipment-Vehicles are not to be rotated with government owned vehicles without 441 VSCOS approval.

4.28.2.3.2. In accordance with DoDM 4500.36, contractors assume sole responsibility for all associated utilization costs of the Government Furnished Equipment-Vehicles, including: operations, maintenance, repair, and licensing/registration requirements and replacement of AS051 Government Furnished Equipment-Vehicles.

4.28.2.3.3. The contractor determines if AS051 government-furnished property has reach end-of-life and no longer cost effective to maintain based on industry standards and/or best-business practices. However, the contractor is not bound to purchase a replacement vehicle if the contractor deems it unnecessary. Contractors have the option to lease or rent vehicles/equipment at their own expense. The contractor is responsible for disposition and providing government with applicable disposition documentation.

6.14. National Institute for Automotive Service Excellence. Automotive Services Excellence is the automotive industry standard of competency. Automotive Services Excellence certification serves as an impartial, third-party endorsement of an individual's knowledge and experience on a national, even international, basis. Automotive Services Excellence certification is a voluntary professional commitment to recognize qualified and competent individuals. It is an indicator of an individual's initiative to enhance personal technical skills.

6.15. "Maintenance Purposes Only" Vehicle Operator Certification. The VFM/VMS appoints "Maintenance Purposes Only" vehicle trainers who ensure that Vehicle Management personnel receive vehicle safety and equipment familiarization training before authorizing operation of a government vehicle for maintenance purposes. Follow procedures in accordance with AFI 24-301, *Ground Transportation*.

6.15.1. When transferring to another unit, the member retains the most current and signed AF Form(s) 171, *Request for Driver's Training and Addition to U.S. Government Driver's License*.

6.15.2. "Maintenance Purposes Only" vehicle operator certification does not satisfy local law enforcement licensing requirements if vehicle operators are not properly licensed for off base/site use. Check with local law enforcement authorities to ensure compliance with local laws if vehicles are tested off base/site. A valid AF Form 2293, *USAF Motor Vehicle Operator Identification Card*, is required to operate certain vehicles in accordance with AFI 24-301. Contractor employees refer to AFI 24-301.

6.16. Confined Space Familiarization. In accordance with Occupational Safety and Health Administration 29 CFR 1910.146, *Permit-required Confined Spaces*, a confined space has limited or restricted means for entry or exit and is not designed for continuous employee entry. Workers must consider that all confined spaces may contain unfavorable and unsafe conditions and shall not enter or work in these spaces until tests, evaluation, and prescribed requirements of this standard and any locally-developed procedures are performed to ensure safe conditions exist prior to entry and are maintained during the entire work period. **(T-0)**. Confined Space Familiarization is a mandatory training requirement and will be discussed in detail by the immediate supervisor with all employees upon initial assignment prior to starting work or when work conditions or tasks change and reviewed annually thereafter. **(T-1)**. The Job Safety Training Outline is used to develop written job safety training information and is documented utilizing the AF Form 55 or other methods of approved documentation in accordance with AFI 91-202.

9.16. Vehicle Discrepancies and Maintenance Turn-In.

9.16.1. Vehicle operators record all discrepancies as they perform inspections, or when discovered in the appropriate section of the applicable Operator's Inspection Guide and Trouble Report. All non-safety related discrepancies/items will be reported to Vehicle Management within one normal duty day. **(T-3)**.

9.16.2. When operators discover discrepancies that can adversely affect the safety of personnel or the operation of vehicles/equipment the operator discontinues use, record discrepancy on the appropriate *Operator's Inspection Guide and Trouble Report* and report the discrepancy to Vehicle Management as soon as possible, or per servicing Vehicle Management direction. If the discrepancy occurs outside Vehicle Management duty hours, discontinue vehicle use, record discrepancy and notify Vehicle Management the next duty day or per servicing Vehicle Management direction. Discrepancies for the following items are considered "Safety related" and reported to Vehicle Management immediately:

9.16.2.1. Tires or brakes.

9.16.2.2. Steering mechanisms.

9.16.2.3. Operating levers controlling power transmission, hoisting, dumping and tripping devices.

9.16.2.4. Warning lights such as turn signals, brake lights, emergency and rotating flashers.

9.16.2.5. Headlights, reflectors and clearance lights (unless the vehicle or equipment is not used during hours of darkness and restrictions are identified by a decal).

9.16.2.6. Windshield wipers and defrosters (when weather conditions require them to be operated).

9.16.2.7. Other similar safety and warning equipment and devices peculiar to special purpose units.

9.16.2.8. Any other condition reasonably deemed a safety hazard.

9.16.3. The above list is not all-inclusive or may not cover all vehicle types. Vehicle operators should contact Vehicle Management Customer Service Center if there are any questions concerning vehicle discrepancies and/or safety.

9.16.4. If vehicle is disabled and towed to Vehicle Management during other than normal duty hours, the owning/using organization must formally turn-in the vehicle to Vehicle Management the next normal duty day. **(T-3)**.

**BY ORDER OF THE SECRETARY
OF THE AIR FORCE**

AIR FORCE MANUAL 24-306

30 JULY 2020

Transportation



**OPERATION OF AIR FORCE
GOVERNMENT MOTOR VEHICLES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at www.e-Publishing.af.mil for downloading or ordering

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(Brig Gen Linda S. Hurry)

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30 April 2020

Pages:

This publication implements Air Force Policy Directive (AFPD) 24-3, *Management, Operation and Use of Transportation Vehicles*, and supports Air Force Instruction (AFI) 24-301, *Ground Transportation*, for the use of Air Force (owned, rented or leased) government motor vehicles (GMVs). It is a guide to everyday operations, as well as driving under difficult conditions. For the purposes of this document, GMV refers to owned, rented, or leased tactical or non-tactical vehicles operated on or off-highway. When more information is needed for a specific vehicle, check the Manufacturer's Operators Manual, Technical Order (TO), or Qualification Training Package (QTP) written for that vehicle. It applies to all organizations and personnel, including Air Force civilian employees and members of the Civil Air Patrol, when conducting missions for the Air Force as the official Air Force Auxiliary, that use GMVs in any way, including the Air Force Reserve (AFR), and Air National Guard (ANG), except where noted otherwise. Send comments and suggested improvements on AF Form 847, *Recommendation for Change of Publication* through Air Force Installation and Mission Support Center (AFIMSC) functional managers to United States Air Force, Directorate of Logistics (USAF/A4LR), Deputy Chief of Staff (DCS)/Logistics, Engineering & Force Protection, 1030 Air Force Pentagon, Washington DC 20330-1030. This publication may be supplemented at any level, but all Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. MAJCOM supplements must also be routed to USAF/A4LR prior to certification and approval for implementation. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-

3.9.1. When a civilian employee self-discloses a medical condition by an affirmative response to OF 345, Section 6, the commander will automatically refer the civilian employees to the appropriate medical authorities for further evaluation to determine if they are physically or mentally qualified to operate GMVs. **(T-0)**.

3.9.2. Civilian employees with medical restrictions that would limit their ability to operate GMVs or equipment are responsible for reporting these restrictions and must notify their commander or VCO as soon as they are known. **(T-0)**.

3.9.3. Civilian employees may still be qualified to drive if, in the opinion of the medical authorities, identified condition(s) may be corrected or compensated for with counseling or other corrective measures prior to licensing. These provisions will not be used to disqualify civilian operators who meet the standards for civilian motor vehicle operators and incidental operators listed in the 5 CFR, Part 930. **(T-0)**.

3.9.4. OF 345 review and maintenance is a unit responsibility. Commanders or VCOs will keep a record or documentation of whose OF 345 was reviewed, when it was reviewed and results of the review. **(T-1)**. Questions regarding the OF 345 or applicable Office of Personnel Management (OPM) guidance (5 CFR) should be referred to the servicing civilian personnel office. Destroy six months after separation of employee. (See RDS: T24-03R10.00). **(T-0)**.

3.9.5. Although base maintenance, construction and materiel handling vehicles are excluded from the OPM motor vehicle definition and operator requirements, civilian operators of these vehicles will comply with licensing requirements in this chapter. **(T-0)**.

3.10. Licensing Contractor Personnel. Contracts and agreements will require that operators comply with licensing requirements of the state and local motor vehicle laws. **(T-0)**. DoD contractor employees shall not be issued the OF 346, *U.S. Government Motor Vehicle Operator's Identification Card*, AF Forms 2293 or 2296, or AF Form 171 For Maintenance Purposes Only. **(T-1)**. DoD contractor employees assigned to operate either government owned or leased equipment in performance of their contract shall be certified by the contractor and at the contractor's expense as being fully qualified to operate the vehicles and/or equipment to which they are assigned. **(T-0)**. The prime contractor shall document all operator qualifications. **(T-0)**. This documentation shall be provided to the administrative contracting officer before any contract employee engages in any mode of equipment operation. **(T-0)**. This letter will be updated as necessary and remain on file with OR&L and the administrative contracting officer. **(T-0)**.

3.10.1. For ANG, state government employees, with the concurrence of The Adjutant General, are authorized to operate GMVs while performing official duties in support of cooperative agreements IAW National Guard Regulation 5-1, National Guard Grants and Cooperative Agreements. These employees will adhere to licensing requirements as stated in [paragraph 3.10](#) **(T-1)**.

3.10.2. Ground Transportation contractor personnel records may be captured in OLVIMS Dispatch Module for administrative and workload collection purposes only. Contractor vehicle operator certification will remain the responsibility of the contractor at the contractor's expense. **(T-0)**.

| VEHICLE PREVENTIVE MAINTENANCE AND INSPECTION (PM&I) | | | | | | | | | |
|--|-------------------------------------|-------------------------------------|-------------------------------------|--|----------------------------------|-------------------------------------|-------------------------------------|--------------------------|--|
| 1. ASSET ID <i>N/A</i> | | 2. WORK ORDER ID <i>N/A</i> | | 3. DATE <i>8 Aug 22</i> | | | | | |
| 4. EMPL <i>Ssgt</i> | | 5a. SUPERVISOR NAME (printed) | | 5b. SUPERVISOR SIGNATURE | | | | | |
| ITEM | PASS | FAIL | N/A | INSPECTION CRITERIA | ITEM | PASS | FAIL | N/A | INSPECTION CRITERIA |
| 6. FRAME | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | DENTS, CRACKS, RUST, WELDS, BROKEN RIVETS | 31. TRANSFER CASE(S) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | LEAKS, LINKAGE, MOUNTS, FLUID |
| 7. BODY | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | DENTS, RUST <i>Hole in body prior</i> | 32. POWER TAKE-OFF | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | LEAKS, OPERATION, MOUNTING |
| 8. GLASS | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | CONDITION AND MOUNTING SECURITY, STARS, CHIPS, CRACKS | 33. STEERING MANUAL/POWER | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | LEAKS, BINDING, WEAR, LOOSENESS |
| 9. PAINT | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | CORROSION, SCRATCHES, CHIPS | 34. SUSPENSION SPRINGS/SHOCKS | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | LEAKS, MOUNTING, WEAR |
| 10. UPHOLSTERY | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | SEATBELTS OPERATION, CLEAN, FRAYED, TORN | 35 DRIVE LINE, U-JOINT(S) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | SHAFTS, U-JOINTS, CV JOINTS, BOOTS, CENTER BEARING |
| 11. WIPER MOTOR, ARMS, BLADES | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | CONDITION OF BLADES, ARMS, WASHER OPERATION | 36. AXLES AND HOUSING ASSY | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | MOUNTING, LEAKS, SERVICE FLUID |
| 12. MIRRORS, HORN <i>Horn resp</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, CONDITION, MOUNT | 37. DIFFERENTIAL, FINAL DRIVE(S) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | LEAKS, MOUNTING, FLUID, VENT(S) |
| 13. LIGHTS | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, CRACKS, MOUNTING | 38. TIRES, RIMS, TRACKS | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | DAMAGE, WEAR, AIR PRESSURES, LOAD RANGE, TREAD PATTERN |
| 14. SIREN BEACON RAY, FLOOD | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING | 39. BOGIES, TRUNIONS TORQUE ARMS | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, BINDING |
| 15. GAGES, INDICATORS | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, ACCURACY | 40. SPROCKETS, ROLLERS, IDLERS | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, WEAR |
| 16. ENGINE | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | LEAKS, CLEAN, MOUNTING | 41. AUX ENGINE | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | LEAKS, CLEAN, MOUNTING |
| 17. SPEEDOMETER, TACHOMETER, HOURMETER | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, ACCURACY | 42. FIFTH WHEEL, TOWING DEVICE | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LOCKING, WEAR, CORRECT BOLTS, DECAL, JAWS HAVE NO MORE THAN 1/8" WEAR |
| 18. HEATER/AIR CONDITIONING | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, HOSES, LEAKS | 43. HYDRAULIC SYSTEM | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, LEAKS, FLUIDS, FILTER, LINES, CYLINDERS |
| 19. BATTERY | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | PROPER SOLUTION LEVEL, CLEAN AND SERVICE TERMINALS AND BATTERY BOX | 44. HYDRAULIC CONTROLS | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS |
| 20. CHARGING SYSTEM | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, BELT CONDITION | 45. TANK AND PIPING | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | DENTS, CRACKS, LEAKS, PAD WEAR |
| 21. STARTING SYSTEM | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING | 46. LIQUID PUMP | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, PRESSURE SETTING, LEAKS, MOUNTING |
| 22. IGNITION SYSTEM | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING | 47. HOSE REELS, HOSE NOZZLES | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, RUBBING, LEAKING |
| 23. FUEL SYSTEM | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | LEAKS, LINES, HOSES, FILTERS | 48. AUX GENERATOR | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS |
| 24. COOLING SYSTEM | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | LEAKS, HOSES, CLEAN RADIATOR FINS, SPECIFIC GRAVITY READING | 49. BOOM ASSY, SHEAVES, CABLES | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, WEAR, SERVICE |
| 25. EXHAUST SYSTEM | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | LOOSE, LEAKS, CLAMPS, HANGERS | 50. SAFETY LIMIT DEVICES | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING |
| 26. EMISSION EXHAUST, HOSES, DEVICES | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | INSPECT, COMPARE TO MANUFACTURER'S EMISSION SPECS | 51. LANDING GEAR ASSY | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, WEAR, SERVICE |
| 27. SERVICE BRAKES | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | LEAKS, LINES, PADS, SHOES, OPERATION, SLACK ADJUSTERS | 52. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 28. PARK/EMERG BRAKES | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION | 53. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 29. CLUTCH | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | FREE TRAVEL, SHIFTING, LEAKING | 54. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 30. TRANSMISSION | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, SHIFTING, LEAKING, FLUID SERVICE | 55. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

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VEHICLE PREVENTIVE MAINTENANCE AND INSPECTION (PM&I) (Continued)

| ITEM | PASS | FAIL | N/A | INSPECTION CRITERIA | ITEM | PASS | FAIL | N/A | INSPECTION CRITERIA |
|--------------------------------------|--------------------------|--------------------------|--------------------------|--|-----------------------------------|--------------------------|--------------------------|--------------------------|----------------------------------|
| | | | | | | | | | |
| CRASH FIRE TRUCKS | | | | | BASE MAINTENANCE EQUIPMENT | | | | |
| 56. TURRET SYSTEM | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, LEAKS, DISCHARGE PATTERN, DISTANCE | 82. AGITATOR | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS, WEAR |
| 57. COMPUTER/CTI SYSTEM | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, CLEAN CTI WHEEL VALVES | 83. BITS AND AUGERS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS, WEAR |
| 58. BATTERY CHARGER | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING | 84. BOILER, BURNER/BLOWERS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, LEAKS, COIL CONDITION |
| 59. TANKS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | DENTS, CRACKS, LEAKS, PAD WEAR | 85. CANTILEVER, YOKE | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING |
| 60. FOAM CB SYSTEM | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, LEAKS, SERVICE PUMPS | 86. CONTROLS AND SWITCHES | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS |
| 61. WINTERIZATION | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION OF HEAT EXCHANGERS, BOOSTER HEATERS, HOSE LEAKS, CONDITION, SERVICE FILTER | 87. CONVEYORS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING |
| 62. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | 88. DIPPER, CLAM, BACKHOE | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING |
| FUEL SERVICING UNIT | | | | | 89. DRUMS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, ADJUSTMENTS |
| 63. DRAINS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | INSPECT CLEAN | 90. FAIRLEADS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | MOUNTING, CRACKS, WEAR |
| 64. FILTERS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | SERVICE IAW TO 37A-1-101 | 91. GANTRY A-FRAME | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | MOUNTING, CRACKS |
| 65. STATIC GROUND SYSTEM | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | INSPECT IAW TO 00-25-172 | 92. HEATERS, FLUE AND STACKS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING |
| 66. METERS/PUMPING SYSTEM | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION | 93. INTERCOOLERS AFTERCOOLERS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | MOUNTING, LEAKS |
| 67. SEGREGATORS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | CLEAN AND INSPECT | 94. MOLDBOARD CIRCLE SCARIFIER | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, WEAR |
| 68. HOSE REEL ASSEMBLY | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | HYDROSTATIC TEST HOSES AS REQUIRED | 95. SICKLE GUARDS AND PITMAN | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING |
| 69. AIR CYLINDER CONTROLS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS | 96. ROTOS AND PADDLES | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, WEAR |
| 70. MANHOLE COVER AND VENTS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS | 97. SPRAY BAR, PIPING | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS |
| 71. VALVES AUTO/MANUAL | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, CALIBRATE IAW TO 33K-1-100 | 98. TOGGLE PLATES | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION |
| 72. SENSING LINES, TUBING | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | LEAKS, CRACKED, WEATHERED | 99. PRESSURE REGULATORS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, ADJUSTMENTS, LEAKS |
| 73. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | 100. APRON, BOWL, TAILGATE | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION |
| MATERIAL HANDLING EQUIPMENT | | | | | 103. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 74. CABLES, CHAINS, HOSES | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | CONDITION, TENSION | 104. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 75. MOTORS; AIR, ELECTRIC/HYD | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS | 105. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 76. CONTROLS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS | 106. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 77. CARRIAGE, FORKS, MAST, CYLINDERS | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | OPERATION, MOUNTING, LEAKS, BINDING | 107. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 78. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | 108. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 79. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | 109. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 80. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | 110. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 81. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

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| VEHICLE INCOMING INSPECTION | | | | | | | | | | | |
|---|--------------------|--------------------|---|--------------------------|-----------------------------------|--|------------------|--|--------------------------|--------------------------|--------------------------|
| Section I--General information | | | | | | | | | | | |
| 1. Asset ID | | 2. M/H/K (Current) | 3. Maint. Team Assigned | | 4. Inspector/Number | | 5. NMC Date/Time | | | | |
| 6. Work Order ID | | | 12. Accident/Abuse (VFM/VMS Approval) Print First Name | | | 13. NMCS | | | | | |
| 7. Work Order Reason | | | | | | Accident <input type="checkbox"/> | | VFM/VMS & MC (Initial Start) FM&A & MC (Initial Stop) (Initials) MC (Applicable) | | | |
| 8. WRM ? Y/N | 9. Nuclear ? Y/N | 10. Reimb ? Y/N | Print Last Name | | Abuse <input type="checkbox"/> | Start Date/Time | | | | | |
| 11. LIN/TAMCN | | | Signature | | | Start Date/Time | | | | | |
| | | | | | | Stop Date/Time | | | | | |
| | | | | | | Start Date/Time | | | | | |
| | | | | | | Stop Date/Time | | | | | |
| Section II--Inspection Items: Codes: P is for pass (serviceable) and F is for fail (not serviceable) and NA is for Not Applicable | | | | | | | | | | | |
| ITEMS TO BE CHECKED | | | P | F | N A | ITEMS TO BE CHECKED | | | P | F | N A |
| 14. VEHICLE MARKINGS: Condition, IAW TO 36-1-191 | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 24. HEATER/AIR CONDITIONER: Operation, Blower Fan, Vents | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. TIRE/RIM: Damage, Wear, Pressure, Rotation, Size, Load Range, Tread, Valve, Stem/Caps. | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 25. WASHER/WIPER: Operation, Blades, Arms, Hoses, Fluid | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. BODY: Condition | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 26. ENGINE: Leaks, Belts, Mounting | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. CORROSION CONTROL: Rust, Paint | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 26.1. EMISSION: (As Applicable) | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. DOORS/WINDOWS: Operation, Locks, Seals | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 27. STEERING: Wear, Looseness Operation | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. GLASS/MIRRORS: Condition, Mounting | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 28. FLUID LEVELS: Engine Oil, Coolant, Brake, Power Steering, Transmission, Alcohol Bottle, Hydraulic Assist Sys | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 20. HEADLINER/VISOR/SEATS: Operation, Condition | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 29. WOOD PLANKS: Cracks, Security | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 21. DASH, MATS, INTER. PANELS, ETC.: Condition, Mounting | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 30. BRAKES: Operation, Condition, Service, Park, and Emergency Sys(s) (as applicable) | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 22. SEAT BELTS: Operation, Clean, Frayed | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 31. WARNING DEVICES: Horn, Siren, Backup, PA | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 23. LIGHTS: Headlights, Brake Lights, Turn Signals, Clearance, Parking, Hazards, Reverse, Beacon, Work, Compartment, Lenses, Reflectors | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 32. BATTERY: Hold Down, Box/Tray, Cables, Terminal Ends, Electrolyte level (as applicable if equipped with removable caps) | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Section III--Required Repairs | | | | | | | | | | | |
| JOB # | WORK PLAN ID/ DESC | WORK PLAN TYPE CD | SERVICE PERFORMED | | | TECH NAME | | EST HOURS | | | |
| 1 | | | | | | | | | | | |
| 2 | | | | | | | | | | | |
| 3 | | | | | | | | | | | |

| JOB # | WORK PLAN ID/ DESC | WORK PLAN TYPE CD | SERVICE PERFORMED | TECH NAME | EST HOURS |
|-------|--------------------|-------------------|-------------------|-----------|-----------|
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AF Form 4355, 20200228 (BACK)
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PREVIOUS EDITION WILL NOT BE USED

High Mobility Multipurpose Wheeled Vehicle (HMMWV)
Vehicle Management Codes: L530 – L535, L537, L540 – L545



QUALIFICATION TRAINING PACKAGE

4.2.3. Read manufacturer's operator's manual for the vehicle being trained on.

Section 5—KNOWLEDGE LECTURE AND EVALUATION

5.1. Overview of Training and Requirements.

5.1.1. Training objectives:

5.1.1.1. Given lectures, demonstrations, hands-on driving session, and a performance demonstration, trainees will be able to perform operator's inspection and complete the performance test with zero instructor assists.

5.1.1.2. Train and qualify each trainee in safe operation and preventive maintenance of the various HMMWVs.

5.1.1.3. This training will ensure the trainee becomes a qualified HMMWV operator—an operator who has the knowledge and skills to operate a HMMWV in a safe and professional manner.

5.1.2. Desired learning outcomes:

5.1.2.1. Understand the safety precautions to be followed pre-, during, and post-operation of the HMMWV.

5.1.2.2. Understand the purpose of the HMMWV and its role in the mission.

5.1.2.2.1. Purpose is to provide added ballistic protection for armament components, crew, and ammo.

5.1.2.2.2. Role in the mission (Unit/Base/Community (during natural disasters)/Air Force).

5.1.3. HMMWV design. The design of HMMWV varies depending on the vehicle type. Refer to the manufacturer's operator's manual for additional information on the specific HMMWV being operated, and to the data plate for safe load capacity guidance. The HMMWV normally can be identified by the following characteristics:

5.1.3.1. Four wheel drive (4WD) vehicle. A four-wheeled vehicle with a drive train that allows all four wheels to receive torque from the engine simultaneously.

5.1.3.2. All utilize a 6.2 or 6.5 liter V-8 diesel engine.

5.1.3.3. Additional common components:

5.1.3.3.1. Air brakes.

5.1.3.3.2. Three speed automatic transmission.

5.1.3.3.3. Power steering.

5.1.3.3.4. Utilize a 24 volt electrical system.

5.1.3.3.5. Fold down gate. Tailgate capacity is limited to 250 lb. when folded down.

5.1.4. Specifications. The operator should refer to the applicable TO or data plate for information regarding the following:

5.1.4.1. Specifications: Dimensions/weight, engine drive train information, turning radius, fluid types.

5.1.4.2. Parts: Counterweights and heavy weapon turret (if applicable).

5.1.4.3. Steering: Front wheel steering.

5.1.5. Capabilities.

5.1.5.1. Cruising range is 350 miles when traveling at 30-40 miles on hard surfaces or rolling terrain.

5.1.5.2. HMMWVs are capable of crossing 30 inches of still water at 5 miles per hour (mph)—or crossing 50 inches of water with a fording kit attached.

5.1.5.3. Able to travel main roads, secondary roads, to include trails, stream beds, 18-22 inch steps, 60 degrees on vertical slopes (uphill or down) and 40 degrees on side slopes when traversing a hill sideways.

Note: The degrees of being able to safely traverse an incline/decline or slope are affected by load weight and distribution as well as speed.

5.1.5.4. The HMMWV has a 3,400 lb. towing capacity.

5.1.5.5. Vehicle can climb grades of up to 60 degrees. .

5.1.5.6. Vehicle can ford water up to 30 inches at 5mph (50 inches with fording kit).

5.1.6. Tires.

5.1.6.1. Tires are capable of driving flat by utilizing a specially designed run-flat tire manufactured by the *Goodyear*.

5.1.6.2. These tires will appear 75% flat when punctured, but will provide for emergency driving at 30 mph for a distance of 30 miles.

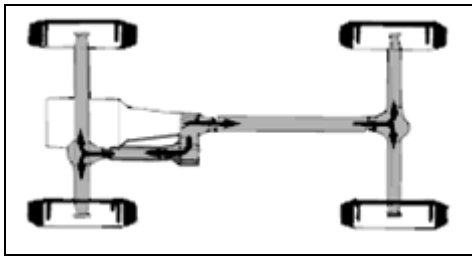
5.1.6.3. If both rear tires become flattened at the same time, the maximum speed is then 20 mph.

5.1.6.4. A lubricant contained inside the tires provides a smoke signal to the operator indicating a flat has occurred.

5.1.6.5. For off-road operations, place the vehicle neutral and then select the appropriate transfer case position. I.E. low lock, when climbing or descending steep hills, operating in deep mud, snow, sand or other slippery conditions.

5.1.7. The 4WD system. A vehicle equipped with 4WD has the ability to use all four wheels to power itself. This increases traction which may enable the operator to safely drive over terrain and road conditions that a conventional two-wheel drive vehicle cannot.

Figure 5.1. The 4WD System.



5.1.7.1. Power is supplied to all four wheels through a transfer case or power transfer unit. 4WD vehicles allow the operator to select different drive modes as necessary.

5.1.7.2. Refer to the manufacturer's operator's manual for information on shifting procedures and maintenance.

5.1.7.3. On some 4WD models, the initial shift from two-wheel drive to 4WD while the vehicle is moving can cause a momentary clunk and ratcheting sound. These sounds are normal as the front drivetrain comes up to speed and is not cause for concern.

5.1.8. Gauges, switches, instruments, lights and controls:

5.1.8.1. Glow plug indicator- lights when glow plugs are activated. Off (when engine is ready to be started).

5.1.8.2. Start/run switch.

5.1.8.3. Brake warning indicator- lights when fluid is low or parking brake is set.



Department of Defense MANUAL

NUMBER 4160.21, Volume 4

October 22, 2015

Incorporating Change 3, September 30, 2019

USD(A&S)

SUBJECT: Defense Materiel Disposition: Instructions for Hazardous Property and Other Special Processing Materiel

References: See Enclosure 1

1. PURPOSE

a. Manual. This manual is composed of several volumes, each containing its own purpose. In accordance with the authority in DoD Directive (DoDD) 5134.12, DoD Instruction (DoDI) 4140.01, and the July 13, 2018 Deputy Secretary of Defense Memorandum (References (a), (b), and (bv)), this manual prescribes uniform procedures for the disposition of DoD personal property and establishes the sequence of processes for disposition of personal property of the DoD Components.

b. Volume. This volume:

(1) Details disposal procedures for hazardous materiel and other property that require special handling.

(2) Provides the specific handling procedures for special cases by category.

(3) Correlates the disposition of special cases with the requirements in DoDI 4160.28 (Reference (c)) and DoD Manual (DoDM) 4160.28 (Reference (d)) for the demilitarization (DEMIL) and physical DEMIL of DoD personal property.

2. APPLICABILITY

a. This volume applies to OSD, the Military Departments, the Office of the Chairman of the Joint Chiefs of Staff and the Joint Staff, the Combatant Commands, the Office of the Inspector General of the Department of Defense, the Defense Agencies, the DoD Field Activities, and all other organizational entities within the DoD (referred to collectively in this volume as the "DoD Components").

b. Parts 101 and 102 of Title 41, Code of Federal Regulations (CFR) (also known as the Property Act and Federal Management Regulation/Federal Property Management Regulation (Reference (e)), and subtitle I of Title 40, United States Code (U.S.C.), also known as “Federal Property and Administrative Services Act” (Reference (f)), take precedence over this manual if a procedural conflict exists.

3. POLICY. It is DoD policy that excess DoD property will be screened and redistributed among the DoD Components, and reported as excess to the General Services Administration (GSA), consistent with Reference (e). Pursuant to section 701 of Reference (f), DoD will efficiently and economically dispose of DoD foreign excess personal property (FEPP).

4. RESPONSIBILITIES. See Enclosure 2.

5. PROCEDURES. Instructions for disposal of hazardous property and other materiel which require special processing are contained in Enclosure 3 of this volume. General procedures associated with the disposition of DoD materiel is in Enclosure 3 of Volume 1 of this manual.

6. RELEASABILITY. **Cleared for public release**. This volume is available on the Directives Division Website at <http://www.esd.whs.mil/DD/>.

7. SUMMARY OF CHANGE 3. This change is administrative and updates references and organizational symbols to reflect the reorganization of the Office of the Under Secretary of Defense for Acquisition, Technology, and Logistics, pursuant to Reference (bv).

8. EFFECTIVE DATE. This volume is effective October 22, 2015.

David J. Berteau
Assistant Secretary of Defense for
Logistics and Materiel Readiness

Enclosures

1. References
2. Responsibilities
3. Special Cases

Glossary

Table 21. Light Tactical Vehicle HMMWV M998-Series
Multipurpose Wheeled Vehicle Variants

| |
|--|
| M98 cargo/troop carrier without winch |
| M1038 cargo/troop carrier with winch |
| M966 TOW missile carrier, basic armor, without winch |
| M1036 TOW missile carrier, basic armor, with winch |
| M1045 TOW missile carrier, supplemental armor, without winch |
| M1046 TOW missile carrier, supplemental armor, with winch |
| M1025 armament carrier, basic armor, without winch |
| M1026 armament carrier, basic armor, with winch |
| M1043 armament carrier, supplemental armor, without winch |
| M1044 armament carrier, supplemental armor, with winch |
| M996 mini-ambulance, 2-litter, basic armor |
| M997 maxi-ambulance, 4-litter, basic armor |
| M1035 soft-top ambulance, 2-litter |
| M1037 S-250 shelter carrier, without winch |
| M1042 S-250 shelter carrier, with winch |
| M1069 tractor for M119 105-millimeter light gun |

(5) HMMWVs will be transferred to DLA Disposition Services sites in accordance with Reference (ba).

(6) When transferring HMMWVs to FCAs or donating to SASPs, DLA Disposition Services sites will provide approved documentation (SF 122 or SF 123) containing the certification in Figure 27.

Figure 27. Transferring HMMWV Certification

“The agency accepts the transfer or donation of vehicle(s) “AS IS” with no warranty of any kind including any implied warranties, such as fitness for any purpose. Since the vehicle(s) do not comply with the Federal Motor Vehicle Safety Standards and is(are) designed for use under conditions unique to the DoD, extra operator competence and caution should be exercised in the operation and use of this vehicle outside the design specification. In accepting the transfer or donation, the agency acknowledges that there may be hazards associated with the use of the vehicles.

The agency warrants that it will provide necessary operators training and hold the DoD harmless against all suits, actions, demands, or claims involving the operation of

Figure 27. Transferring HMMWV Certification, continued

HMMWVs in its custody. The agency also agrees to maintain, at its expense, adequate liability and property damage insurance and workman’s compensation insurance to cover such claims.

The agency agrees when vehicles are no longer needed they will be mutilated at the agency’s expense according to mutilation requirements in DoD 4160.21-M, “Defense Materiel Disposition Manual.”

Additionally, if the vehicles have DEMIL requirements, the agency agrees to perform the DEMIL at its expense according to DoD 4160.21-M-1.”

| | |
|------------------|------------|
| Signature | Date |
| Name(Print/Type) | Title |
| Activity/Unit | Grade/Rank |
| Phone Number | |

(7) When arranging for DEMIL or mutilation, DLA Disposition Services sites will utilize Table 22. The HMMWVs listed in Table 22 are DEMIL Code C and require key point demilitarization. All other HMMWVs do not require DEMIL and are assigned DEMIL Code A. Key points for DEMIL Code C HMMWVs are weapon station mounts, ballistic glass, and any armor on the vehicles. Weapon station mounts will be removed and mutilated by cutting or crushing. The ballistic glass will be crushed. Any armor or armored components will also be removed and mutilated by cutting.

Table 22. HMMWV NSNs

| MODEL | NSN | MODEL | NSN |
|---------|------------------|---------|------------------|
| 1025 | 2320-01-128-9551 | M1026 | 2320-01-128-9552 |
| M1025A1 | 2320-01-371-9584 | M1026A1 | 2320-01-371-9579 |
| M1025A2 | 2320-01-380-8233 | M966 | 2320-01-107-7153 |
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**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE MANUAL 13-212, VOLUME
1**



22 JUNE 2018

***Nuclear, Space, Missile, Command and
Control Operations***

RANGE PLANNING AND OPERATIONS

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This manual and Air Force Instruction (AFI) 13-201, *Airspace Management*, implement Air Force Policy Directive (AFPD) 13-2, *Air Traffic, Airfield, Airspace, and Range Management*. This manual also implements Department of Defense Instruction (DoDI) 1322.27, *DoD Urban Training Facilities*, and DoDI 3200.21, *Sustaining Access to the Live Training Domain*. It applies to all Regular Air Force, Air National Guard (ANG), and Air Force Reserve range operating authorities. It provides guidance for the planning, operations, management, safety, equipment, facilities, and security of Air Force ranges covered by this manual (see Attachment 2). Refer recommended changes and questions about this publication to the Office of Primary Responsibility using the Air Force Form 847, *Recommendation for Change of Publication*; route Air Force Forms 847 from the field through the appropriate functional chain of command. See paragraph 1.4 for guidance on supplementing this manual. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1, for a description of the authorities associated with the Tier numbers. Waivers to this manual are authorized and are processed IAW AFI 33-360. For compliance items not identified with a Tier number, waiver authority is delegated to the Headquarters Air Force Operational Training Infrastructure Division (AF/A3TI). Waivers for non-Tiered and T-0 compliance items must be coordinated through the MAJCOM before they are submitted to AF/A3TI for action. T-0 compliance items are those imposed by law, DoD policy, or an external organization (e.g., FAA). While AF/A3TI will take T-0 waiver requests for action, it is possible the waiver may not be granted. T-1, T-2, and T-3 waivers automatically expire 30 days after a change of command unless the new commander renews the waiver. At the unit level, the range operating authority

5.3.4.3.2. Clear targets used for high explosive munitions (including White Phosphorous) to either a) a radius of 500 feet, or b) the shorter radius where the debris density factor is less than five items per acre.

5.3.4.4. Decennially, no later than 10 years since last accomplished, clear the area around a target used for weapons expenditure to either a) a radius of 1,000 feet, or b) the shorter radius where the density of debris items is less than five per acre. **(T-1)**. Range operating authorities may elect to clear all areas within 1,000 feet of targets every 10 years and may do so incrementally (e.g., 20% of the required area biennially for 10 years).

5.4. Range Maintenance and Clearance Safety.

5.4.1. **WARNING:** Non-EOD Personnel will not move or attempt to move munitions or targets unless they have been marked “safe to move” by EOD Personnel or UXO-Qualified Personnel. **(T-0)**. This includes any object that appears to have been delivered on-range or had weapons fired against it. The sole exceptions are for training gun ammunition which has been expended on targets designated solely for that use, and expended Smokey Surface-to-Air Missile simulators.

5.4.2. Safety Training Requirements.

5.4.2.1. Range operating authorities will ensure all range personnel engaged in range maintenance and clearance operations receive occupational and explosive safety briefings IAW Attachment 5. **(T-1)**.

5.4.2.2. Range operating authorities will ensure EOD personnel receive orientation on ordnance expected to be encountered, range vehicle operation, and emergency procedures. **(T-1)**.

5.4.2.3. The supporting EOD unit will ensure non-EOD personnel who are assisting in range clearance operations are briefed on explosive safety hazards IAW AFMAN 91-201, the markings used for live, practice, and inert ordnance found in TO 11A-1-53, *General Instruction for Ammunitions Color Coding, Identification of Empty and Inert Loaded Ammunition Items and Components, and Assignment of Version Numbers to Training and Dummy Ammunition Items*, and the hazards they may encounter. **(T-1)**.

5.4.3. In addition to communication requirements specified in paragraph 4.7, each working EOD team must have a signaling device for use in the event an uninformed flight crew attempts to use the range. **(T-3)**.

5.4.4. Requiring activities shall incorporate Occupational Safety and Health Administration standards and/or Department of Defense Manual 4145.26, *DoD Contractors' Safety Manual for Ammunition and Explosives*, into range support contracts, as applicable. **(T-0)**. Requiring activities outside the United States may have additional, host nation requirements. Contact the servicing Safety Office for more information.

5.5. Range Operations during Range Maintenance and Clearance. Unless further restricted by MAJCOM or local range supplements, adhere to the following restrictions during range maintenance and clearance operations.

5.5.1. Only simulated weapons deliveries, IAW applicable directives, and training-mode laser operations are authorized for the duration of range maintenance and range clearance closures with the following exceptions. When the range is divided as described below all

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Background

Air Education and Training Command, with headquarters at Joint Base San Antonio-Randolph, Texas, was established and activated in January 1942, making it the oldest major command in the Air Force. AETC's training mission makes it the first command to touch the lives of nearly every Air Force member. AETC was formed in 1942 as the Army Air Corps Flying Training Command with headquarters in Washington, D.C. Less than a year later, the headquarters moved to Fort Worth, Texas. During World War II the command provided technical and flying training at more than 600 installations, factories and institutions of higher learning. The headquarters moved to Barksdale AFB, Louisiana, in 1946, to Scott AFB, Illinois, in 1949, and finally to Randolph AFB in 1957. In July 1993, Air Training Command and Air University merged to form AETC. This redesignation allowed the command to retain all of its previous heritage and honors. The 2005 Base Realignment and Closure plan renamed Randolph Air Force Base, Joint Base San Antonio-Randolph. Over the years, more than 25 million students have graduated from AETC training and education programs.

Mission

Recruit, train and educate exceptional Airmen.

We take America's sons and daughters – young men and women who have volunteered to serve their country in a time of war – and develop them into Airmen. Develop denotes more than educating or training them – it implies bringing them to embrace our culture, teaching them (by our example) our core values of integrity, service before self and excellence in all we do.

Vision

The First Command: Developing Airmen of character, the foundation of a lethal force.

Priorities

Advance Force Development

Enhance Lethality and Readiness

Transform the Way We Learn

Cultivate an Environment of Excellence

Personnel and Resources

More than 29,000 active-duty members, 6,000 Air National Guard and Air Force Reserve personnel, and 14,000 civilian personnel make up AETC. The command also has more than 9,000 contractors assigned. AETC flies approximately 1,400 aircraft.

Organization

AETC includes Air Force Recruiting Service, two numbered air forces and the Air University. The command operates 12 major installations and supports tenant units on numerous bases across the globe. There are also 16 active-duty and seven Reserve wings.

AETC Installations:

Altus AFB, Oklahoma

Goodfellow AFB, Texas

Joint Base San Antonio-Lackland, Texas

JBSA-Fort Sam Houston, Texas

JBSA-Randolph, Texas

Luke AFB, Arizona

Columbus AFB, Mississippi

Holloman AFB, New Mexico

Keesler AFB, Mississippi

Laughlin AFB, Texas

Maxwell AFB, Alabama

Sheppard AFB, Texas

Vance AFB, Oklahoma

Air Force Recruiting Service

AETC's mission begins with the Air Force Recruiting Service, with headquarters at JBSA-Randolph, Texas. AFRS comprises three regional groups and 27 squadrons with more than 1,200 recruiters assigned throughout the United States, England, Germany, Japan, Puerto Rico and Guam. The AFRS mission is to recruit quality men and women with the right skills, at the right time, in the right numbers to sustain the combat capability of the U.S. Air Force. The Air Force brings in nearly 24,000 active-duty enlisted accessions each year. The command is responsible for accessing 100 percent of the enlisted force, 90 percent of the service's medical officers, approximately 25 percent of the line officers (through Officer Training School) and 100 percent of Air Force chaplains.

Air Force Recruiting Service

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Second Air Force: Basic, Technical, and Expeditionary Training

Second Air Force, with headquarters at Keesler AFB, Mississippi, is responsible for conducting basic military and non-flying technical training for Air Force, joint and coalition enlisted members and support officers. Second Air Force also oversees Airmen training for Joint Sourcing Solutions taskings.

Nineteenth Air Force: Mission Oversight and Execution

Nineteenth Air Force, with headquarters at JBSA-Randolph, is responsible for flying training execution, mentoring, safety, advocacy for subordinate units and security of operating environments. The 19th AF executes operational-level command and control of all formal aircrew flying training missions within AETC and provides world-class Airmen to the Combat Air Forces and Mobility Air Forces. The 19th AF provides operational control and administrative authority to support training world-class aircrews, air battle managers, weapons directors, Air Force Academy Airmanship programs and survival, escape, resistance and evasion specialists to sustain the combat capability of the Air Force, other services and our nation's allies.

Basic Military Training

The first stop for all Air Force, Air National Guard and Air Force Reserve enlisted personnel is Basic Military Training at the 737th Training Group, JBSA-Lackland, Texas. In a typical year, between 20,000 and 30,000 new Airmen complete this intense, 8 1/2-week training course. JBSA-Lackland conducts the Air Force's only enlisted recruit training program, transforming civilians into motivated, disciplined warrior Airmen with the foundation to serve in the world's greatest Air Force. This includes basic war skills, military discipline, physical fitness, drill and ceremonies, Air Force core values, and a comprehensive range of subjects relating to Air Force life.

Technical Training

After completing basic training, Airmen begin technical training to learn the technical skills needed to perform in their career field specialties. Technical training is conducted primarily at six installations: JBSA-Lackland, JBSA-Fort Sam Houston, Goodfellow and Sheppard Air Force Bases in Texas; Keesler AFB, Mississippi, and Vandenberg AFB, California. Each base is responsible for a specific portion of the formal technical training Airmen require to accomplish the Air Force mission. Highly trained instructors conduct technical training in specialties such as aircraft maintenance, missile maintenance, civil engineering, medical services, computer systems, security forces, air traffic control, weather, personnel, cyberspace support, intelligence, fire fighting, and space and missile operations.

Expeditionary Training

Increased mission requirements have strained the U.S. Army's available manpower to meet combatant commander requirements. To meet these force requirements, the Army solicited Air Force and Navy support in the execution of ground operations – called Joint Sourcing Solutions taskings – to include performing entire missions in lieu of Army units.

Second Air Force provides centralized management and overarching command and control structure to oversee, prepare and equip Airmen for JSS expeditionary training in a sister service environment. Training is conducted at Army locations called Mobilization Force Generation Installations. The 602nd Training Group (Provisional) establishes detachments at each MFGI as Air Force liaisons and provides location command and control. JSS training is the means by which the Air Force will ensure each JSS Airman receives required combat skills training. Approximately 2,500-4,000 Airmen per year are trained at MSGIs and are sourced to fill JSS taskings; they are trained and equipped to fill any of 32 different mission sets.

Aerospace Physiology Training Program

AETC is the lead command for Aerospace Physiology and has the authority and responsibility to develop, field and manage training curricula and systems to support AP, human performance and acceleration training requirements for all user commands. The AP Training Systems portfolio consists of 115 training systems that include altitude chambers, Reduced Oxygen Breathing Devices and Hypoxia Familiarization Trainers, parachute descent and landing trainers, ejection seat/egress trainers and Barany chairs across six major commands. The AP program provides critical aircrew training and mishap prevention efforts in support of Department of Defense and NATO undergraduate and graduate flying training as well as continuation training requirements across the spectrum of aircrew members' development and flying careers.

Flying Training

AETC conducts flying training and is responsible for training aircrews and air battle managers.

AETC conducts cadet airmanship programs at the United States Air Force Academy for more than 3,400 cadets per year.

Air Force pilot, Remotely Piloted Aircraft pilot, and combat systems officer candidates begin with Initial Flight Screening/RPA Flight Screening at Pueblo, Colorado, to gauge aptitude for flight and introduce candidates to the rigors of military aviation and training.

Pilot candidates then attend either Euro-NATO Joint Jet Pilot Training at Sheppard AFB, Texas, or Specialized Undergraduate Pilot Training at Columbus AFB, Mississippi, Laughlin AFB, Texas, or Vance AFB, Oklahoma.

At ENJJPT, students learn with, and are taught by, U.S. Air Force officers and officers from various air forces of our NATO allies. Student pilots fly the T-6 Texan II mastering contact, instrument, low-level and formation flying. Then they move onto a fighter-trainer, the T-38 Talon, and continue building the skills necessary to become a fighter pilot.

Specialized Undergraduate Pilot Training is divided into three phases, Academic/Ground Training, Primary Flying Training, and Advanced Flying Training. This training includes:

- a. Flying training to teach the principles and techniques used in operating advanced aircraft.
- b. Ground training to supplement and reinforce flying training.
- c. Officer development training to strengthen the graduate's leadership skills, officer qualities, and understanding of the role of the military pilot as an officer and supervisor.

Primary Flying Training is designed to teach the basic flying fundamentals necessary to safely operate any U.S. Air Force aircraft and lays the foundation for the advanced phase and for future responsibilities as military officers and leaders.

After the primary phase of specialized training, student pilots are selected for one of three advanced training tracks based on needs of the Air Force and their class standing. Prospective airlift and tanker pilots are assigned to the airlift/tanker track and train in the T-1 Jayhawk. Student pilots headed for bomber or fighter assignments are assigned to the bomber/fighter track and train in the T-38. Both airlift/tanker track and fighter/bomber track training continues at Columbus, Laughlin, or Vance Air Force Bases. Students selected to fly helicopters train in the TH-1H at Fort Rucker, Alabama. Approximately 160 students per year will be selected for duty flying Remotely Piloted Aircraft.

New to the AETC flight training programs, the RPA pilot training program, known as Undergraduate RPA Training or URT, was built around the lessons learned from more than 65 years of U.S. Air Force pilot training and designed to train Pilot-in-Command skills to the fledgling RPA pilots. Unlike traditional pilots who would expect to be wingmen or co-pilots in initial combat mission ready status, the RPA pilots are immediately solo and in charge of their mission upon reaching mission ready status. They are also thrust straight into actual combat upon reaching mission ready status, so it was essential that AETC trained as many basic skills as possible in the undergraduate training to prepare the RPA pilots for flight in National/International Airspace and readiness to enter the Formal Training Unit for their assigned RPA. The RPA pilot requires many of the same skills and knowledge bases as the pilot of a traditional aircraft.

After RPA Flight Screening at Pueblo, the RPA pilot students attend RPA Instrument Qualification course at JBSA-Randolph; a simulator only course in dedicated I-6 Fixed Training Devices. Finally, a month long RPA Fundamentals Course at JBSA-Randolph is designed to give new RPA pilots without operational experience the tactical grounding experience needed to enter the Formal Training Units for the various RPAs: MQ-1, MQ-9, and RQ-4.

In addition to pilot and RPA pilot training, AETC provides Undergraduate Combat Systems Officer Training; this training takes place at NAS Pensacola, Florida. UCT combines skill sets of the legacy Navigator, Electronic Warfare Officer, and Weapon Systems Officer pipelines to produce an aviator skilled in advanced navigation systems, electronic warfare and weapons employment.

The Primary phase of UCT utilizes the T-6A and focuses on teaching students the fundamentals of instrument and visual navigation, while developing airmanship, and building a foundation of mission management skills. The advanced phase of training utilizes the CSO modified T-1A aircraft and the T-25 Simulator for Electronic Combat. In this final phase, student training is focused on advanced navigation techniques, radar scope interpretation, the principles of electronic warfare, Crew Resource Management, and the fundamentals of weapons employment. Airmanship and mission management skills continue to develop to ensure graduates have the necessary skills to succeed in a vast array of follow-on MWS platforms.

AETC also provides follow-on training for most Air Force aircrew in their assigned aircraft. Pilots assigned to fighter aircraft complete the Introduction to Fighter Fundamentals Course, flying the T-38C. Students then move on to train in the F-15 Eagle at Kingsley Field, Oregon or in the F-16 Fighting Falcon at Luke AFB, Arizona, Tucson Air National Guard Base, Arizona, or JBSA-Lackland, Texas. Students assigned to the KC-135 Stratotanker or C-17 Globemaster III aircraft are trained at Altus AFB, Oklahoma. Aircrews assigned to fly the C-130 train at Little Rock AFB, Arkansas, and aircrews assigned to fly MC-130H Combat Talon II, MC-130J Commando II, MC-130P Combat Shadow, HC-130 Combat King, UH-1N Huey, HH-60 Pave Hawk helicopters or CV-22 Osprey tilt-rotor aircraft, receive their training at Kirtland AFB, New Mexico. Training of U.S. Air Force F-35A Joint Strike Fighter instructor pilots and operational test pilots began at Eglin AFB, Florida, continuing in 2012.

Enlisted Flying Training

AETC also provides enlisted aircrew training for a wide variety of aircrew specialties including flight engineers, air-to-air refueling boom operators, loadmasters, aerial gunners, airborne communications specialists, as well as the newest career enlisted aviator specialty – RPA sensor operator. Flight engineers train at Little Rock AFB, boom operators train at Altus AFB, and loadmasters train at Altus, Little Rock or JBSA-Lackland. Helicopter and tilt-rotor special mission aviators train at Kirtland AFB, and airborne communications specialists train at Keesler AFB. The RPA sensor operators complete the 3-skill level awarding course at JBSA-Randolph over a six-week period, learning the basic concepts of Full Motion Video, communications, different types of sensors and RPA crew duties before attending the FTU.

Survival, Escape, Resistance and Evasion Training

AETC also conducts Survival, Escape, Resistance and Evasion training.

The 336th Training Group at the U.S. Air Force Survival School, Fairchild AFB, Washington, provides SERE training to at risk of isolation personnel. Instruction concentrates on the principles, techniques and skills necessary to survive with confidence in any environment and return with honor. In addition, the 336 TRG provides initial and follow-on training to all U.S. Air Force SERE Specialists.

SERE specialists assigned to the survival school teach 15 different courses to approximately 17,000 students annually. Nine courses are taught at Fairchild. The other six courses are conducted at 336 TRG detachments at Eielson AFB, Alaska, NAS Pensacola, Florida, and JBSA-Lackland, Texas.

Air Battle Manager Training

Air Battle Manager candidates begin training with the nine-month ABM course at Tyndall AFB, Florida. They learn doctrine, radar theory, surveillance operations, wartime operations, joint tactical operations and basic fighter control using contract-flown MU-2 aircraft, and the F-15 Strike Eagle and F-22 Raptor aircraft from the 325th Fighter Wing. Graduates go on to fly in the E-3 Sentry or E-8 Joint Surveillance Target Attack Radar System.

In addition, more than 100 international officers travel to Tyndall annually to attend two different advanced ABM command and control courses.

Weapons Director Training

Training for all active-duty and Air National Guard Control and Reporting Center and Air Defense Sector weapons directors is at the 607th Air Control Squadron at Luke AFB.

Air University: Education

Air University, with headquarters at Maxwell AFB, Alabama, provides the full spectrum of Air Force education, from precommissioning to the highest levels of professional military education, including degree-granting and professional continuing education for officers, enlisted members, and civilians throughout their careers. AU, which is accredited by the Commission of Colleges of the Southern Association of Colleges and Schools, conducts courses both in-residence and via distance learning.

AU has responsibility for the Jeanne M. Holm Center for Officer Accessions and Citizen Development. The Holm Center Commander provides direction for two of the Air Force's three commissioning programs – the Air Force Reserve Officer Training Corps and Officer Training School. AFROTC commissions about 1,700 officers annually through programs located at 145 detachments at colleges and universities across the country.

Officer Training School is located at Maxwell, and provides basic officer training, a nine-week program designed to commission about 500-700 new second lieutenants annually. OTS also conducts a five-week commissioned officer training program for about 1,300 new judge advocates, chaplains, and medical officers each year. Additionally, the Air National Guard's Academy of Military Science detachment at OTS commissions about 400 officers annually.

AU's officer PME schools, overseen by the Carl A. Spaatz Center for Officer Education, prepare students from the Air Force, its sister services and allied nations for more responsible positions as they progress through their careers. Emphasis in these programs includes leadership, military doctrine, and air and space power.

Squadron Officer College is the Air Force's center for company grade officer professional development.

SOC's Squadron Officer School has an eight-week in-residence course that delivers primary developmental education for captains from U.S. and allied militaries and civilian equivalents. Approximately 3,000 students attend the in-residence course, with 11,000 enrolled in SOS via distance learning.

Air Command and Staff College is the Air Force's intermediate officer PME school preparing field grade officers of all U.S. services (primarily majors), international officers, and U.S. civilians to assume positions of higher responsibility within the military and government arenas. Geared toward teaching the skills necessary for air and space operations in support of a joint campaign, as well as leadership and command, the course focuses on shaping and molding tomorrow's leaders and commanders. Nearly 500 students attend the annual 40-week in-residence course, while about 9,000 are enrolled via distance learning.

Air War College is the senior school in the Air Force PME system preparing officers from all branches of the U.S. Armed Forces (primarily lieutenant colonels), international officers, and civilians of equivalent rank from U.S. government agencies to serve as strategic national security leaders. About 250 students attend the 44-week in-residence course, while about 4,500 are enrolled via distance learning.

The School of Advanced Air and Space Studies is a 50-week, follow-on school for selected graduates of intermediate-level Department of Defense professional military education schools. SAASS creates warrior-scholars with a superior ability to develop, evaluate, and employ airpower with the complex environment of modern war. Upon completion of all requirements and with faculty recommendation, graduates receive a master of philosophy degree in military strategy.

The Thomas N. Barnes Center for Enlisted Education is responsible for the instructional programs and faculty development for all Air Force enlisted PME programs. This includes Airman Leadership Schools, Noncommissioned Officer Academies, the Air Force Senior Noncommissioned Officer Academy, and the Air Force First Sergeant Academy.

Airman Leadership Schools prepare those in the rank of senior airman to be professional, warfighting Airmen who can supervise and lead Air Force work teams in the employment of air, space and cyberspace power.

Noncommissioned and Senior Noncommissioned Officer Academies provide professional military education to noncommissioned officers for positions of greater responsibility by broadening their leadership and supervisory skills and expanding their perspective of the military profession.

The Community College of the Air Force offers and awards job-related associate in applied science degrees and other academic credentials that enhance mission readiness, contribute to recruiting, assist in retention, and support the career transitions of Air Force enlisted members. Air Force enlisted members are automatically enrolled in the CCAF and begin earning college credit during basic military training.

The mission of AU's Air Force Institute of Technology, located at Wright-Patterson Air Force Base, Ohio, is to advance airpower for the nation, its partners, and the US Armed Forces by providing relevant defense-focused technical graduate and continuing education, research and consultation.

The Ira C. Eaker College for Professional Development provides world-class, multi-discipline technical training and professional continuing education to Air Force and other Department of Defense personnel, as well as international students. Its five schools include: the Commanders' Professional Development School; the Air Force Chaplain Corps College; the Defense Financial Management and Comptroller School; the U.S. Air Force Personnel Professional Development School; and the National Security Space Institute.

The Curtis E. LeMay Center for Doctrine Development and Education develops and publishes Air Force doctrine, teaches doctrine through in-residence and distance learning courses, and advocates airpower through visionary wargaming. The LeMay Center assists in the development, analysis, and wargaming of the concepts, doctrine, and strategy of air and space power. It also educates Air Force and joint communities on warfighting at the operational and strategic levels through research, wargaming and military education courses. The college prepares flag officers from all military services for leadership positions in the joint warfighting environment.

AU's Air Force Research Institute conducts independent research, outreach, and engagement to enhance national security and assure the effectiveness of the US Air Force. AFRI has three divisions. A team of research professors conducts studies on airpower and national security for the Chief of Staff of the Air Force and other senior leaders within the Defense Department. The Air University Press conducts outreach by producing the world's finest publications about airpower and national security, including the Air and Space Power Journal and the Strategic Studies Quarterly. AFRI also has a division devoted to engagement, creating the necessary conversations within the Air Force, and our nation on how best to enhance our thinking about airpower.

Major AETC Support Services

In addition to accomplishing the mission of recruiting, training and educating, AETC is also responsible for several other areas that are integral parts of the command and directly contribute to the overall Air Force mission.

Medical Services

Two of the Air Forces's largest medical facilities are aligned to AETC. Wilford Hall Ambulatory Surgical Center at JBSA-Lackland, and Keesler Medical Center at Keesler AFB, provide most of the Air Force's graduate medical and dental education, as well as enlisted medical training.

DLIELC

The U.S. Air Force is the Department of Defense's Executive Agent for the Defense English Language Program and the Defense Language Institute English Language Center. As the Lead Command for DLIELC, AETC manages, operates, funds and provides personnel for DLIELC. DLIELC acculturates and trains international personnel to communicate in English and to instruct English language programs in their countries, trains United States Military personnel in English as a second language, and deploys English Language Training programs around the world in support of DoD Security Cooperation efforts. DLIELC is headquartered at JBSA-Lackland and is currently aligned under the 37th Training Wing.

Security Assistance Training

AETC is the executive agent for all Air Force sponsored international training and education. The command implements and approves Air Force sponsored security assistance training, monitors the progress of training and the welfare of U.S. Air Force-sponsored international students, and provides guidance for Field Services Program introducing international students to American life and culture. Each year AETC members train or facilitate training for more than 5,400 students from more than 135 countries attending more than 7,400 courses in flying, technical, medical and professional education and training.



Air University, with headquarters at Maxwell Air Force Base, Ala., is a key component of Air Education and Training Command, and is the Air Force's center for professional military education.

Mission

We produce the future. We launch leaders of character, educated to think critically, strategically, and jointly to master and deliver superior Airpower in support of national security objectives.

Air University provides the full spectrum of Air Force education from pre-commissioning to all levels of professional military education, including degree granting and professional continuing education for officers, enlisted and civilian personnel throughout their careers.

The university's professional military education programs educate Airmen on the capabilities of air, space and cyberspace power and its role in national security. These programs focus on the knowledge and abilities needed to develop, employ, command, and support air and space power at the highest levels.

Specialized professional continuing educational programs provide scientific, technological, managerial and other professional expertise to meet the needs of the Air Force. Air University conducts research in air and space power, education, leadership and management. The university also provides citizenship programs and contributes to the development and testing of Air Force doctrine, concepts and strategy.

Vision

One Team. Transformative Education. The Intellectual and Leadership Center of the Air Force.

Personnel and Resources

Air University's primary operating locations are concentrated on three main installations. Most AU programs are at Maxwell AFB in northwest Montgomery, Ala.; some are across town at Maxwell's Gunter Annex; and one is located at Wright-Patterson AFB, Ohio. Although AU draws students from throughout the Department of Defense and from the military forces of other nations, its mission is more easily described in terms of the three main groups that it serves: U.S. Air Force officers, enlisted members and civilians.

Organizational Structure

Air University institutions at Maxwell include the Carl A. Spaatz Center for Officer Education; Jeanne M. Holm Center for Officer Accessions and Citizen Development; Thomas N. Barnes Center for Enlisted Education; Curtis E. LeMay Center for Doctrine Development and Education; Air Force Research Institute; Ira C. Eaker Center for Professional Development; and several other support organizations. AU also supports the Civil Air Patrol - U.S. Air Force, which is a part of the Holm Center. The Air Force Institute of Technology is located at Wright-Patterson AFB, Ohio. The Air Force Chaplain Corps College is located at Ft. Jackson, So. Car. The National Security Space Institute is located at Petersen AFB, Col. The 42nd Air Base Wing provides support for AU organizations on Maxwell AFB and Gunter Annex and serves as AU's host organization.

Professional Military Education**Carl A. Spaatz Center for Officer Education**

The center was established on April 29, 2008, and is named in honor of the first chief of staff of the U.S. Air Force. Each school within the Spaatz Center prepares officers from second lieutenant to colonel in the full spectrum of officer professional military education. The Spaatz Center is responsible for directing, integrating, synchronizing and supporting a continuum of officer PME, research and outreach that produces leaders for the warfighter who effectively articulate, advocate and employ air, space and cyberspace power in a joint and multinational environment.

· **Squadron Officer College.** Air University's college for the early development of future air, space and cyberspace leaders, and the Air Force's center for company grade officer professional development. The mission is to develop CGO's as leaders of integrity ready to aim high – fly, fight and win in air, space and cyberspace.

· **Squadron Officer School.** This eight-week course for captains with four to seven years of experience, international Allied partners and DoD civilian equivalents graduates more than 3,000 officers annually with 11,000 enrolled in distance learning. It emphasizes leadership and air, space, and cyberspace power. While at SOS, officers step out of their specialties and broaden their focus on essential leadership competencies, as well as officership, leadership, problem solving, core values, and the Air Force as an institution in the profession of arms. SOS not only provides students with an opportunity to see how their leadership skills influence team success, but also to experience followership in support of other student leaders as well as their international partners.

· **Air Command and Staff College.** A 40-week course, ACSC educates majors, DoD civilian equivalents and international Allied partners in areas related to critical thinking and effective communication. ACSC focuses on air, space and cyberspace education and preparing the world's best joint strategic leaders. Students are educated on the profession of arms, air power history, international security, the requisites of command, the nature of war, and the application of air, space and cyberspace power at the operational level of war. The online Masters Program provides AF majors and civilian equivalents an educational opportunity to meet needs of AF while accommodating today's high operations tempo. More than 480 students graduate annually and 11,000 students enroll in its distance learning program.

· **Air War College.** This 44-week course is the senior school in the Air Force professional military education system. AWC is for lieutenant colonels, colonels, international Allied partners and equivalent grade DoD civilians and develops senior leaders for strategic-level employment of air, space and cyberspace forces. The curriculum emphasizes coalition war fighting and national security. Approximately 250 students graduate annually, and 4,500 students enroll in distance learning. The course includes seminars, simulation exercises, electives, international travel and a national security symposium to develop cross-domain mastery of joint airpower and its strategic contributions to national security.

· **International Officer School.** This seven-week course annually provides over 200 international officers an enhanced understanding of the United States and prepares them to attend Air War College, Air Command and Staff College, or Squadron Officer School. Courses refine communication skills while providing U.S. military context to help them comprehend materials used in Air University classes. Through the Alabama Goodwill Ambassadors, a civilian sponsorship program, the international students are introduced to political, military and socioeconomic aspects of American culture.

School of Advanced Air and Space Studies. SAASS is the U.S. Air Force's graduate school for airpower strategists. For 49 weeks, students encounter an extremely rigorous curriculum and outstanding educational and research resources to produce future senior leaders who are experts in the employment of air, space and cyberspace forces. Approximately 45 students from the Air Force and sister services, Air National Guard, Air Force Reserve and international partner nations graduate annually. Unique to the DoD, students have the opportunity to earn a Master of Philosophy in Military Strategy. Additionally, SAASS is the home of the Air University Ph.D. in Military Strategy doctoral program available to exceptionally-qualified graduates.

Centers of Excellence

Centers of Excellence respond to Air Force requirements for competence in novel or specialized areas of knowledge and practice. As directed by Air Force senior leaders, they provide focused research, lessons-learned, education, outreach and support. Centers service the needs of Airmen, leaders, and the Air Force organizations responsible for policy, doctrine, training and specialized military roles. They offer conceptual depth to sponsors and enable the institutional Air Force to operationalize cutting-edge knowledge in emerging fields. The Centers of Excellence are the Public Affairs Center of Excellence; Air Force Culture and Language Center; Air Force Center for Strategy and Technology; and the Air Force Counter Proliferation Center.

Jeanne M. Holm Center for Officer Accessions and Citizen Development

The center is named in honor of the first woman in the Air Force to be appointed to the grade of brigadier general. The Holm Center provides coordinated leadership and policy direction for the Air Force's officer recruiting, training and commissioning programs at the Air Force Officer Training School and at Air Force ROTC detachments at 145 universities. About 80 percent of the officers who enter the Air Force each year come through one of these two programs. The center's staff also manages, supports and develops curriculum to train tomorrow's Air Force officers. The Holm Center also directs the Air Force's high school citizenship training program, Air Force Junior ROTC and is home to Civil Air Patrol-U.S. Air Force.

- **Air Force Reserve Officer Training Corps.** Air Force ROTC is the largest source of commissioned officers for the Air Force, offering a 2- or 4-year commissioning program for college students. There are approximately 14,000 cadets in the ROTC program at 145 detachments in over 1,100 colleges and universities nationwide and in Puerto Rico. The ROTC program commissions approximately 1,800 second lieutenants annually.

- **Officer Training School.** The school provides four training programs: Basic Officer Training, Commissioned Officer Training, Reserved Commissioned Officer Training and Academy of Military Science. BOT, a 12-week course, prepares college graduates and qualified enlisted members for the professional and physical requirements of service as active duty and Reserve Air Force line officers. COT, a 4 ½-week course, provides military training and leadership development for health professionals, judge advocates and chaplains that receive direct commissions in the Air Force. Patterned after COT's leadership and military training curriculum, RCOT is a specialized 2 ½-week course for hard-to-recruit AF Reserve health professionals, judge advocates and chaplains. AMS, a 6-week program, is designed to train and commission second lieutenants to fulfill Air National Guard requirements. OTS is considered the flexible commissioning partner for the Air Force because it has the capability to quickly increase or decrease annual officer production. OTS trains approximately 2,800 individuals annually.

- **Air Force Junior Reserve Officer Training Corps.** Air Force Junior ROTC provides citizenship training and an aerospace science program for high school students. Air Force Junior ROTC participants do not incur any obligation to the Air Force. There are more than 870 Air Force Junior ROTC units with over 120,000 cadets in high schools across the United States and at selected Department of Defense dependent schools in Europe, the Pacific and U.S. territories.

- **Civil Air Patrol - U.S. Air Force.** An active-duty unit, Civil Air Patrol-U.S. Air Force, is collocated with the CAP National Headquarters and provides Air Force support, liaison and oversight of CAP. The CAP-USAF staff directs more than 200 members at 25 locations nationwide, and provides advice and assistance to the full-time corporate staff. CAP members manage all aspects of their day-to-day operations. The CAP program has more than 60,000 members in 52 wings, one in each state, as well as in Puerto Rico and the District of Columbia. CAP units also exist at several American installations overseas.

Thomas N. Barnes Center for Enlisted Education

The center is named in honor of the fourth Chief Master Sergeant of the Air Force. The center discharges Air University's responsibility for the education of enlisted leaders throughout the Air Force. Since its inception in 2008, the Barnes Center has been refining, adapting and deploying PME curriculum for enlisted education in the Air Force. It now serves as the umbrella organization for all continental U.S. Air Force NCO academies as well as those listed below.

- **Community College of the Air Force.** CCAF serves the educational needs of the Air Force enlisted community by offering associate in applied science degrees and other credentialing programs that enhance mission readiness, contribute to recruiting, assist in retention, and support the career transitions of enlisted members. The college is the only federally chartered institution in the United States that awards college degrees solely to enlisted personnel. CCAF is regionally accredited through the Air University by the Southern Association of Colleges and Schools, Commission on Colleges.

- **U.S. Air Force First Sergeants Academy.** The U.S. Air Force First Sergeant Academy provides education and training to select senior noncommissioned officers to serve as advisors to commanders on issues that impact our Airmen in successfully accomplishing our AF mission. Approximately 500 students graduate annually.

- **Air Force Enlisted Heritage Research Institute.** AFEHRI is dedicated to preserving the heritage and tradition of the enlisted corps of the Air Force and U.S. Army Aeronautical Division, Air Service, Air Corps and Air Forces in the development of air power to defend the United States. The Institute achieves this by featuring artifacts, art collections, and pictorial exhibits, written and oral documentation, audiovisuals, equipment, and selected aircraft parts. Additionally, students use the in-house and on-line research capabilities to enhance learning and complete enlisted heritage research projects.

- **Air Force Senior Noncommissioned Officer Academy.** This innovative 6 ½ week academy provides senior enlisted leaders the ability to lead more effectively in dynamic service environments. It emphasizes full range leadership across multiple domains and provides the 2,250 DoD and select enlisted members from Allied nations the opportunity to recognize their influence on mission and team success at the tactical and operational levels of war.

- **Air Force Career Development Academy.** The Air Force Career Development Academy develops, manages and delivers distance learning curriculum in support of Upgrade Training and Career Development Courses, Professional Military Education, Weighted Airman Promotion System and Professional Continuing Education to over 180,000 Airmen (AD, Reserve, Guard, and civilian) annually.

Curtis E. LeMay Center for Doctrine Development and Education

The center is named in honor of the fifth chief of staff of the Air Force. The LeMay Center leads the development of operational-level doctrine and establishes the Air Force's position in joint and multinational doctrine. The center develops, examines and teaches through war games the concepts of air, space and cyberspace power doctrine and strategy. It is the hub for air, space and cyberspace doctrine development, warfighting education and intelligence, surveillance and reconnaissance education. The LeMay Center also provides analysis and assessments of future threat scenarios in support of educational objectives. Each year, the center coordinates, designs, and executes war games that include tactical and strategic-level warfare supporting the development of joint theater-level campaign war games.

Air Force Research Institute

AFRI conducts independent research, outreach and engagement that contribute ideas for enhancing national security, assuring the continued effectiveness of the U.S. Air Force. The institute is home for the Strategic Studies Quarterly, an Air Force-sponsored strategic forum for military, government and academic professionals, and the Air & Space Power Journal, the professional journal of the Air Force and the leading forum for presenting and stimulating innovative thinking on military doctrine, strategy, tactics, force structure, readiness and other national defense matters. Researchers at AFRI conduct independent studies of importance to Air Force leaders. Also part of AFRI is Air University Press, which provides professional publishing services in support of the research and writing programs of Air University and other Air Force agencies.

Ira C. Eaker Center for Professional Development

The center was named in honor of Gen. Ira C. Eaker to recognize his significant contributions to the Air Force and the continuing professional development of its members. Eaker Center supports the U.S. Air Force mission by providing world class, multidiscipline technical training and professional continuing education to U.S. Air Force, international, and other Department of Defense personnel. The center is composed of five schools: the Commanders' Professional Development School, the Defense Financial Management and Comptroller School, the Air Force Human Resource Management School, USAF Chaplain Corps College, and National Security and Space Institute.

Muir S. Fairchild Research Information Center

The Muir S. Fairchild Research Information Center, founded in 1946, is the premier research facility in the DoD. The center was named after the founder and first commander of Air University, Gen. Muir S. Fairchild. It houses well-balanced collections especially strong in the fields of warfighting, aeronautics, Air Force and DoD operations, military sciences, international relations, education, leadership and management. The center holds more than 2.6 million items including 514,000 military documents; 556,000 monographs and bound periodical volumes, 162,000 maps and charts, and 150,000 military regulations and manuals. The center's branch library at the U.S. Air Force Senior NCO Academy provides tailored information collections and services for senior NCO professional military education.

Air Force Institute of Technology

The Air Force Institute of Technology, or AFIT, is the Air Force's graduate school of engineering, applied science and management as well as its institution for technical professional continuing education and training. AFIT is committed to providing defense-focused graduate and professional continuing education and research to sustain the technological supremacy of America's air and space forces. AFIT provides capability. Located at Wright-Patterson AFB, Ohio, AFIT is comprised of the three schools listed below and the following centers: Advanced Navigation Technology (ANT) Center, Center for Directed Energy (CDE), Center for Cyberspace Research (CCR), Center for Operational Analysis (COA), and Center for Technical Intelligence Studies and Research (CTISR).

- **Graduate School of Engineering and Management** engages in research activities that enable the Air Force to maintain its scientific and technological dominance. In state-of-the-art classrooms and more than 50 laboratories, AFIT provides expertise in critical technical disciplines, with more than 30 programs from which to choose leading to the award of a master's degree or Ph.D. as well as several graduate certificate programs offered in six academic departments: Aeronautics & Astronautics, Electrical & Computer Engineering, Engineering Physics, Mathematics & Statistics, Operational Sciences, and Systems & Engineering Management. Since resident degrees were first granted in 1956, more than 17,500 graduate and 600 doctor of philosophy degrees have been awarded. Through its Civilian Institution Programs, AFIT also manages Air Force sponsored educational programs of officers enrolled in civilian universities, research centers, hospitals, and industrial organizations.

- **School of Systems and Logistics** provides the AF's acquisition and logistics workforce with professional continuing education, counseling and research to be the world's best managers of air, space and cyberspace systems.

- **The Civil Engineer School** provides vital, relevant and connected education that enables Airmen (civil engineer and environmental professionals) to be ready engineers and great leaders who know how to build sustainable installations to last while leading the change for the Civil Engineer career field.

History

The Wright Brothers established the first U.S. civilian flying school in Montgomery, Ala., in 1910. During WWI, the Air Service established an aircraft and repair depot on the land formerly utilized by the Wright flying school. In 1922, the Air Corps named the airfield after 2Lt William C. Maxwell, a native of Natchez, Ala., killed in an airplane crash in the Philippines on 12 Aug. 1920. By the 1920s, Montgomery became an important link in the growing system of aerial mail service. In the early 1930s, the Army Air Corps Tactical School moved to Maxwell, and Montgomery became the country's intellectual center for airpower education. During WWII, the Southeast Air Corps Army Air Force Training Center, headquartered at Maxwell Field, conducted basic and advanced flight training for tens of thousands of flying cadets, including those of Allied air forces, at Maxwell Field and airfields across the Southeast United States.

The Air University, established in 1946, continues the proud tradition of educating tomorrow's planners and leaders, in air and space power for the Air Force, other branches of the U.S. armed forces, federal government civilians and many international organizations. Today, Air University's reach spans not only the globe but the careers of every Air Force member.

CC3. HOLM CENTER FACT SHEET

GREETINGS FROM THE COMMANDER



Brigadier General Houston R. Cantwell
Commander, Holm Center
Biography

Welcome to Jeanne M. Holm Center for Officer Accessions and Citizen Development. Our mission is straight-forward: “**We build leaders.**” The Holm Center vision of the future to sustain “a diverse culture of leadership development focused on Continuous Learning, Enthusiasm, Pride, Compliance and Tradition” is what motivates us every day.

Holm Center provides coordinated leadership and policy direction for the Air Force's officer recruiting, training, and commissioning programs at Officer Training School and at Air Force ROTC detachments at 145 universities. About 80 percent of the new officers who enter the Air Force each year come through one of our two programs. Our staff also manages, supports and develops curriculum to train tomorrow's Air Force officers.

Holm Center also directs the Air Force's high school citizenship training program - Air Force Junior ROTC. We oversee 866 Air Force Junior ROTC units on high school campuses around the world. The aim of that program is to build better citizens for America. We do that today for over 105,500 cadets.



Air Force Reserve Officer Training Corps

Mission

Developing leaders of character for tomorrow's Air Force.

Personnel and resources

Air Force Reserve Officer Training Corps comprises 145 detachments with more than 1,100 associated cross-town universities, four regional headquarters and a higher headquarters staff located at Maxwell Air Force Base, Alabama. In 2018, AFROTC commissioned more than 1,800 second lieutenants into the U.S. Air Force.

Organization

AFROTC is the largest and oldest source of commissioned officers for the Air Force. AFROTC is designed to recruit, educate and commission officer candidates through academic education, field training and professional development training programs based on Air Force requirements. Students can attend classes through host or cross-town enrollment programs or consortium agreements. Cadet enrollments have ranged from a high of 23,605 in 1986 to a low of 10,231 in 1993.

History

ROTC was established with passage of the National Defense Act of 1916. The first AFROTC units were established between 1920 and 1923 at the University of California at Berkeley, Georgia Institute of Technology, the University of Illinois, the University of Washington, Massachusetts Institute of Technology and Texas Agricultural and Mechanical College.

After World War II, Gen. Dwight D. Eisenhower, chief of staff of the War Department, signed General Order No. 124, establishing AFROTC units at 78 colleges and universities throughout the nation. Eligible Air Force enlisted men and women pursuing a college degree who were interested in becoming commissioned officers were given that opportunity through competition in the AFROTC Airman Scholarship and Commissioning Program, established in 1973.

In 1978, Air Training Command assumed responsibility for AFROTC programs. On July 1, 1993, Air Training Command merged with Air University to form Air Education and Training Command. Air University became a direct reporting unit under Air Education and Training Command and AFROTC realigned under Air University.

In February 1997, AFROTC and Officer Training School merged under the newly created parent organization, Headquarters Air Force Officer and Accession Training Schools. This restructuring placed oversight for three-quarters of Air Force officer production under one command and facilitated the sharing of manpower and expertise with minimum effect on the day-to-day operations of either organization. In June 2008, AFOATS was redesignated as the Jeanne M. Holm Center for Officer Accessions and Citizen Development.

AFROTC program

The first two years of AFROTC's four-year program, the General Military Course, consist of one hour of classroom work, two hours of leadership laboratory, and three hours of physical conditioning each week. Upon completion of GMC requirements, cadets who wish to compete for entry into the last two years of the program, the Professional Officer Course, must do so under the requirements of the POC selection system. This system uses qualitative factors, such as grade-point average, detachment commander's evaluation, aptitude test scores and physical fitness test scores to determine a student's officer potential. After selection, students must successfully complete summer field training at Maxwell AFB.

Field training is a required integral component of the AFROTC curriculum that typically occurs after the cadet has satisfied the GMC (underclassmen) requirements and before entry into the POC (upperclassmen). It consists of a series of strategically planned events with the purpose to train, evaluate and grow cadets through a transformational experience. Field training culminates in a graduation event that includes an interactive leadership development course focused on preparing cadets for leadership challenges at their detachments.

In the POC, cadets attend class three hours a week, participate in a weekly leadership laboratory lasting two hours and perform three hours of physical conditioning per week. Cadets apply what they have learned in the GMC and at field training. Under the guidance of detachment cadre, POC cadets conduct leadership laboratories and manage the unit's cadet corps. Each unit has a cadet corps based on the Air Force organizational pattern of flight, squadron, group, and wing. POC classes are small, with emphasis on group discussions and cadet presentations. Classroom topics include leadership, communication skills, and national defense policy. Once enrolled in the POC, all cadets are enlisted in the Air Force Reserve and assigned to the Obligated Reserve Section.

Scholarships

Current emphasis in the AFROTC College Scholarship Program is to award scholarships to candidates pursuing undergraduate engineering or other scientific and technical disciplines. More than half of AFROTC scholarships are awarded to students in these disciplines. Students in other degree programs may take advantage of scholarship opportunities, as the Air Force seeks to engage students who excel both academically and militarily.

Scholarships are awarded in increments from two to four years. AFROTC offers several types of scholarships. Type 1 covers full tuition and most required fees. Type 2 covers tuition and fees, but is capped at \$18,000 annually. Type 7 scholarships are for full tuition at in-state tuition-level institutions. All types of scholarship awards provide an allowance for books, most required fees and a monthly non-taxable stipend.

All scholarship cadets are required to meet certain academic, military and physical fitness standards to earn and maintain scholarship benefits. Also, scholarship recipients must be younger than 31 as of December 31 of the calendar year during which commissioning is scheduled.

Medical professions

Nursing majors may apply for an AFROTC scholarship, and graduates agree to accept a commission in the Air Force nurse corps and serve four years on active duty after successfully completing their licensing examination. Cadet premedical scholarship recipients who are accepted to medical school within one year of graduating may be sponsored in their pursuit of medical degrees.

Legal professions

Both first-year and second-year law students can apply for AFROTC scholarships. Students complete either a one-year or two-year AFROTC program while attending law school.

Additionally, second-year law students can pursue an Air Force commission through AFROTC's graduate law program. This program guarantees judge advocate duty after a student completes all AFROTC, law school and bar requirements. After graduating from a law school accredited by the American Bar Association, the student must be admitted to practice law before the highest state court of any state or a federal court. The new lawyer is then commissioned into the Air Force in the grade determined by the laws and directives in effect at the time of call to active duty.

Airman commissioning opportunities

AFROTC has three programs in which Air Force enlisted personnel may pursue a commission.

Scholarships for Outstanding Airmen to ROTC allows major command commanders to recognize outstanding Airmen by nominating them for an AFROTC scholarship in any major.

The **Airman Scholarship and Commissioning Program** allows Airmen to compete for AFROTC scholarships while coordinating their application package with the AFROTC unit they are interested in attending. Although any major may be selected, technical and nursing are usually considered more favorably. Both scholarship programs are available in two- to four-year lengths. To be eligible for a scholarship, Airmen must be working on their first bachelor's degree and cannot exceed age limits as prescribed by public law.

The **Professional Officer Course-Early Release Program** is available to Airmen who may not be eligible or competitive for a scholarship due to age, degree program or grade-point average. Individuals compete for allocations while coordinating their application package with the AFROTC unit they are interested in attending.

These three AFROTC programs require the selected Airmen to leave active duty to complete their degree and Air Force requirements necessary to earn a commission.

Enlisted personnel interested in completing their undergraduate degree and commissioning have two additional programs available. Enlisted members interested in becoming a registered nurse can apply for the Nurse Enlisted Commissioning Program. NECP provides an advancement pathway for enlisted Airmen to receive an active commission through the nurse corps. NECP is an opportunity for enlisted Airmen to complete a full-time Bachelor of Science in nursing degree at an accredited university while on active duty. Contact the chief nurse at the nearest active duty, Guard or Reserve medical treatment facility for more information and guidance. The Senior Leader Enlisted Commissioning Program allows senior leaders of the Air Force to select one enlisted member each to attend college full-time for up to three years to complete their undergraduate degree while receiving full pay and benefits. Upon graduation, they will attend Officer Training School and commission as a second lieutenant.