



**DEPARTMENT OF THE ARMY**  
**HEADQUARTERS UNITED STATES ARMY SPECIAL OPERATIONS COMMAND**  
**E2929 DESERT STORM DRIVE**  
**FORT BRAGG NC 28310-9110**

July 30, 2026

Office of the Staff Judge Advocate

Mr. Connor Greenwall  
KJZZ News  
2323 West 14<sup>th</sup> Street  
Tempe, AZ 85281

Dear Mr. Greenwall:

This letter is in response to your Freedom of Information Act (FOIA) request dated June 23, 2026. You requested a copy of an AR 15-6 investigation report from the 160<sup>th</sup> SOAR pertaining to an incident that occurred on the evening of February 5, 2026, above the Phoenix and Tempe, AZ area. This request was assigned tracking number 26-177.

A search of records was conducted in unclassified shared drives using the following keyword terms: investigations, 15-6 MH60, and Fuel Jettison. The search resulted in ninety-nine (99) pages for processing. This office is providing a partial release of responsive records to you. However, certain information is exempt from disclosure under FOIA. Information withheld under the FOIA such as names, grades, and other personally identifying information of Department of War (DoW) personnel are withheld in accordance with FOIA Exemption 3 (10 U.S.C. 130b) and FOIA Exemption 6 (5 U.S.C. § 552(b)(6)). FOIA Exemptions 3 and 6 protect personnel, medical and similar files when the disclosure of such information would constitute a clearly unwarranted invasion of personal privacy. Moreover, FOIA Exemption 3 (10 U.S.C. § 130e) exempts disclosure of certain critical infrastructure security information. FOIA Exemption 5 (5 U.S.C. § 552(b)(5)) the deliberative process privilege protects pre-decisional and deliberative communications within government agencies before final decisions are made. Furthermore, FOIA Exemption 7 (5 U.S.C. § 552(b)(7)(c)) protects records compiled for law enforcement purposes that could reasonably be expected to constitute an unwarranted invasion of personal privacy.

Additionally, the information has been reviewed under the foreseeable harm standard. The withheld information is protected under FOIA Exemptions 3, 5, and 6 because releasing personally identifying details of Department of War personnel would create security risks and clearly unwarranted invasions of privacy; disclosing pre-decisional deliberative communications would harm the agency's decision-making process by exposing incomplete or preliminary views; and revealing critical infrastructure security information would pose foreseeable national security risks by enabling exploitation of sensitive systems. Finally, releasing law enforcement

information protected under Exemption 7 (5 U.S.C. § 552(b)(7)(C)) could foreseeably invade personal privacy by exposing individuals involved in law enforcement activities to stigma, threats, or harassment.

The withholding of this information constitutes a partial denial of your request. The final determination regarding the release of information from these investigation documents will be made by the Initial Denial Authority (IDA), the Office of the Judge Advocate General (OTJAG), which can be reached at the following address:

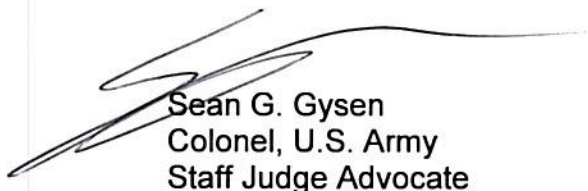
Office of The Judge Advocate General  
ATTN: DAJA-AL (FOIA)  
2200 Army Pentagon, Room 3D548  
Washington, DC 20310-2200  
Email: usarmy.pentagon.hqda-otjag.mbx.foia@army.mil

Lastly, you may contact the Office of Government Information Services (OGIS) at the National Archives and Records Administration (NARA) to inquire about the FOIA mediation services they offer. The contact information for OGIS is as follows: NARA-OGIS, 8601 Adelphi Road-OGIS, College Park, MD 20740-6001, email: ogis@nara.gov, phone: (202) 741-5770.

For any further assistance and to discuss any aspect of your FOIA request, you have the right to contact the Army FOIA Public Liaison Officer, by phone: (571) 515-0306 or by email: usarmy.belvoir.hqda-oaa-ahs.mbx.rmda-foia-public-liaison@army.mil.

Your request with the U.S. Army Special Operations Command is considered closed and there are no fees associated with processing your request. If you have any questions regarding this response, please contact Mrs. Stephanie Osborne, Acting FOIA/PA Officer, at stephanie.l.osborne.civ@socom.mil, (910) 432-9233.

Sincerely,



Sean G. Gysen  
Colonel, U.S. Army  
Staff Judge Advocate



(b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e, (b) (5)



(b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e, (b) (5)







DEPARTMENT OF THE ARMY  
HEADQUARTERS, 160TH SPECIAL OPERATIONS AVIATION REGIMENT (AIRBORNE)  
7277 NIGHTSTALKER WAY  
FORT CAMPBELL KY 42223-6012

AOAV (b)(3) 10 USC

23 February 2026  
S: 25 March 2026

MEMORANDUM FOR (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, 160th  
Special Operations Aviation Regiment (Airborne), Fort Campbell, KY 42223-6012

SUBJECT: Appointment as Army Regulation (AR) 15-6 Investigating Officer; MH-60  
(b)(3) 10 USC 130e Fuel Jettison

### 1. Appointment.

a. You are hereby appointed as an Investigating Officer (IO) pursuant to Army Regulation (AR) 15-6, *Procedures for Administrative Investigations and Board of Officers*.

b. Conduct an administrative investigation into the facts and circumstances surrounding the fuel jettisoned by MH-60 (b)(3) 10 USC 130e on 5 February 2026. **You have 30 days to conduct this investigation.**

2. **Legal Orientation.** Before you begin, you must receive a briefing from your legal advisor, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c @socom.mil. Please consult with your legal advisor regarding all aspects of the investigation, including developing a plan, determining whether witnesses need rights advisements, and preparing findings and recommendations.

### 3. General Instructions.

a. AR 15-6. The purpose of an AR 15-6 investigation is to elicit facts. You are directed to conduct an investigation into the matters set forth in paragraph 4, below. **Your investigation should explore any issues or deficiencies with policy, procedures, resources, doctrine, training, equipment, and leadership that might have contributed to this incident.** Upon completion of this investigation, you will complete a report of investigation that conforms to the requirements in paragraph 5 of this memorandum and AR 15-6. You will provide your report to your legal advisor, who will arrange for a legal review.

b. If, at any time during the investigation, something happens that could cause me to consider enlarging, restricting, or terminating your investigation, or otherwise modifying any instruction in this memorandum of appointment, immediately report this situation to me, together with your recommendations as to the action I should take in response.

UNCLASSIFIED//FOUO

AOAV- (b)(3) 10 U

SUBJECT: Appointment as Army Regulation (AR) 15-6 Investigating Officer; MH-60  
(b)(3) 10 USC 130e, Fuel Jettison

**4. Specific Instructions.** You are directed to conduct an administrative investigation into the facts and circumstances surrounding the fuel jettisoned by MH-60, (b)(3) 10 USC 130e on 5 February 2026. Your review of the incident should, at a minimum, address the following:

a. Determine the facts and circumstances surrounding the cause of the fuel jettison, including who was involved, the sequence of events, when and where it occurred, and what factor or series of factors contributed to the incident.

b. Determine whether the individuals involved followed the proper protocol required for fuel jettison, and if not, why not. This should include an analysis of the actions that took place following the fuel jettison.

c. Determine whether any of the personnel involved were negligent in their duties. Per AR 735-5, negligence is the failure to act as a reasonably prudent person would have acted under similar circumstances, and a finding of negligence requires that the individual had a duty, breached that duty, and that the breach was the proximate cause of the incident.

d. Determine whether any other violations of law, regulation, or policy occurred.

e. Provide any recommendations concerning improvements that will help to avoid this type of incident in the future.

**5. Conduct of the Investigation.**

a. Evidence Collection.

(1) You are to conduct this investigation using the procedures outlined in AR 15-6, Chapter 5, and the general guidance provided in Chapter 3. No individual has been named a respondent at this time.

(2) To the extent possible, witness statements will be written and sworn. You should record witness statements on a DA Form 2823 (Sworn Statement). If it is impracticable to obtain a written and/or sworn statement from a particular witness, you will attest to the accuracy of any transcription or summary of such witness testimony in whatever form it appears within your report of investigation. In accordance with AR 25-22, provide a Privacy Act statement to a witness if you do not use a DA Form 2823 to record the statement of that witness.

(3) No U.S. military or civilian witness can be ordered to provide information that may incriminate him or herself. You may order a military or Federal Government civilian employee witness to provide a statement if you believe that they have relevant information that would not incriminate themselves.



AOAV- (b)(3) 10 U

SUBJECT: Appointment as Army Regulation (AR) 15-6 Investigating Officer; MH-60  
(b)(3) 10 USC 130e, Fuel Jettison

(4) If, in the course of your investigation you suspect a person may have engaged in criminal conduct, you will consult with your legal advisor. Under no circumstances should you attempt to elicit any information from a suspect without first advising that person of his/her rights under Article 31, UCMJ, or Fifth Amendment of the U.S. Constitution, as appropriate. Document your rights advisement and witness waivers of their Article 31 or Fifth Amendment rights on a DA Form 3881 (Rights Warning Procedure/Waiver Certificate).

(5) Where a civilian employee is a member of a bargaining unit and reasonably believes that the inquiry could lead to disciplinary actions against him or her, the employee may have a representative from the bargaining unit present during questioning. You will consult with your legal advisor if you have any questions regarding these procedures.

b. Should you determine in the conduct of your investigation that a Soldier's status had changed from favorable to unfavorable, as defined in AR 600-8-2, Suspension of Favorable Personnel Actions, you must consult with your legal advisor, to ensure that a flag is initiated against that Soldier.

## 6. Report of Investigation.

a. General. Your report of investigation will be written, use DA Form 1574-1, *Report of Proceedings of Investigation Officer*, and attach all required enclosures and exhibits.

b. Assembly. Your completed AR 15-6 investigation will include:

- (1) This memorandum of appointment;
- (2) A completed DA Form 1574-1;
- (3) An index of all attached exhibits;
- (4) All exhibits, labeled and numbered;
- (5) A list of the witnesses you interviewed; and
- (6) A memorandum with your findings and recommendations.

(a) Findings. You will reach your findings by a preponderance of the evidence that you gather. A finding is a clear and concise statement of facts that can be readily deduced from evidence in the record. **In your report, develop specific findings and cite the evidence that supports your findings.** If evidence conflicts (e.g., conflicting witness statements), make a finding as to which evidence is more credible and why you believe it to be more credible.

AOAV- (b)(3) 10 U

SUBJECT: Appointment as Army Regulation (AR) 15-6 Investigating Officer; MH-60

(b)(3) 10 USC 130e Fuel Jettison

(b) Recommendations. Based on your findings, make recommendations as to what changes, in any, are needed in terms of **policy, procedures, resources, doctrine, training and leadership** to avoid incidents of this nature in the future, as well as recommendations consistent with your findings concerning other items your investigation revealed. **Each recommendation will cite to the finding that supports it and should comport with the guidance of AR 15-6.**

c. Submission. Submit your report of investigation to your legal advisor. You may not release information related to this investigation to anyone, other than your legal advisor, without my prior approval.

7. **Security Classification.** Ensure your report, to include all exhibits and attachments, is properly classified with appropriate markings.

8. Point of contact for this memorandum is the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, at (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(b)(3) 10 USC 13

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c



# SWORN STATEMENT

5

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                                                |                                |                                     |                |
|--------------------------------------------------------------------------------|--------------------------------|-------------------------------------|----------------|
| 1. LOCATION<br>(b)(3) 10 USC 130b                                              | 2. DATE (YYYYMMDD)<br>20260224 | 3. TIME<br>1021                     | 4. FILE NUMBER |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | 6. SSN<br>[REDACTED]           | 7. GRADE/STATUS<br>(b)(3) 10 USC 13 |                |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 USC 160th SOAR (Abn)                   |                                |                                     |                |

9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

The following is the transcription of an interview conducted by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, 160th (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, and Investigating Officer of the original Commander's Inquiry into the incident that occurred on 05 February 2026 on Tuesday, 24 February 2026 at 1021 Pacific Time Zone.

Q: Please describe your understanding the events surrounding your involvement in a training exercise that took place o/a 04/05 February 2026 and your involvement with the Commander's Inquiry initiated on Saturday, 07 February 2026.

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c tracking all the maintenance issues we had back at the house, and then the one tail, whose number I forget, that had (b)(3) 10 USC before I got out there. The day I got out there, right where (b)(3) 10 USC 1, the guy that picked (b)(3) 1 up, told (b)(3) 1 about this aircraft. So when (b)(3) 1 showed up, what (b)(3) 1 really knew about the UMT and everything back to the house was that (b)(3) 1 were undergoing significant (b)(3) 10 USC 130e. So then that next day, (b)(3) 1 started working how to get that aircraft out of there. Whether that be low boy or looking to do a strat. (b)(3) 1 already had one low boy scheduled. (b)(3) 1 were debating whether that would do a turn and burn or paying for another low boy, or again, looking for a strat. Someone back at the house reached out to (b)(3) 1 saying that the (b)(6) / (b)(7)c. (b)(3) 10 USC 130b came over and asked if (b)(3) 1 needed a strat to do any training. (b)(3) 1 took that opportunity (b)(6) / basically said, C17 would be an awesome way to get this aircraft out (b)(3) 10 USC that whole coordination piece over on the morning of the 5th. (b)(3) 1 decided Phoenix was going to be the best, called (b)(3) 10 over to Phoenix to work that scheduling for parking for both our aircraft and the C17 and started working timelines with the C17 crew. That was all in the TOC area. And then simultaneously the maintenance crew was running their own diagnostics to determine whether or not that aircraft could fly, (b)(3) 10 USC 130e, and then whether or not that aircraft would be safe to fly, whether or not (b)(3) 10 USC 13 would even feel comfortable flying it. So that coordination went on throughout the day, both the maintenance side and (b)(3) 1 side working things. Where (b)(3) 1 started to run into time pressing issues was Phoenix kind of got back to (b)(3) 1 Phoenix being the (b)(6) / that (b)(3) 1 were working with (b)(6) / (b)(7)c got back to (b)(3) 1 and essentially said, (b)(3) 10 have two parking spots for the night of the 5th, but (b)(6) / need one of those spots opened up on the 6th since those belong to FedEx." They, at the time, didn't want to give up 2 spots for parking. So they said (b)(3) 10 can have one for tonight, then not on the 5th. (b)(6) / (b)(7)c wanted to load the 60 onto the C 17 on the 6th to then open up that parking spot for the remainder of that day and moving forward for the FedEx guys. (b)(3) 1 tried reaching out, calling them... (b)(3) 1 called many, many, many different people to try (b)(3) 10 say bargain with them to get the spot for an extra day with no luck. Then, the C17 crew also started to ask, "hey, can we load when we land on the sixth?" Basically have the 60 staged and prep ready to start loading right when they land, just to make it simpler (b)(3) 10 USC, for their crew (b)(3) 10 USC to get an actual rational as to why they wanted to do it then and couldn't actually get a good solid answer out of them. So that was the airfield piece of needing to have everything done that night. Knowing that, (b)(3) 10 USC 10 been told that the aircraft (b)(3) 10 aircraft, the 60 had too much fuel at the current time to be loaded on the C17. (b)(3) 10 USC 10 reached out to Papago and were told that (b)(6) / (b)(7)c don't have any defuel capability. When (b)(3) 10 USC 13 out to the (b)(6) / (b)(7)c that (b)(3) 10 USC 10 been working through, Jackson Jet Center, and asked if (b)(6) / (b)(7)c had any defuel, (b)(6) / (b)(7)c said (b)(6) / (b)(7)c did not. (b)(3) 10 USC them for any POCs on the airfield that (b)(6) / (b)(7)c thought might have defuel capability. The only one that (b)(6) / (b)(7)c knew of that might was the Air Force, (b)(3) 10 USC National Guard, that's based out of Phoenix. (b)(3) 10 got their ops number and at this point it was probably 1800ish local time there. (b)(3) 10 USC calling a couple of the numbers over there, (b)(3) 10 USC an ops guy and then a maintenance guy. (b)(3) 10 USC calling them a couple times each and never got an answer. That's all the background that's happening in the TOC side. Meanwhile, the maintenance is still working. After doing their (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c ultimately decided that (b)(3) 10 felt comfortable doing this one time flight to Phoenix. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were sitting in the TOC. (b)(3) 10 USC it was (b)(3) 10 USC 130b that were chatting, and (b)(3) 10 USC 130b said (b)(3) 10 USC 1 been gone for a while." "Yeah, well, that's good (b)(3) 10 USC, probably sitting at the ramp over at Phoenix at fly, just burning off some extra fuel with the APU on." And then (b)(3) 10 USC 13 got back, and asked if (b)(3) 10 received any phone calls. (b)(3) 10 USC 10 told them no, then everything else started. That's it, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

|             |                                                                                  |             |
|-------------|----------------------------------------------------------------------------------|-------------|
| 10. EXHIBIT | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | Page 1 of 3 |
|-------------|----------------------------------------------------------------------------------|-------------|

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

Q: Was it possible to fly (b)(3) 10 USC to KPHX, conduct aircraft folding/prepare for strategic air load on Friday, 06 February 2026?

A: (b)(3) still would have had that parking spot issue on the 6th. They essentially wanted us to just load the 60 as soon as possible after the C 17 landed on the 6th. If (b)(3) 10 landed at 1300, folding would start around noon, 25 minutes to drive there from Papago. Yes, from a duty day and timeline perspective (b)(3) 10 USC it could have been done if (b)(3) 10 U thinking timelines and duty days, yes. (b)(3) 10 USC it could have been possible. However, one of the things that was brought up during the decision if (b)(3) 10 USC 130 would be comfortable flying it or not was that (b)(3) 10 USC 130e One of the concerns was brought when (b)(3) did discuss flying (b)(3) 1 over on the 6th. (b)(3) 10 USC 130e

(b)(3) 10 USC 130e. There were concerns of waiting. If it cooled down overnight, should (b)(3) conduct another (b)(3) 10 USC 130e, before flying it to PHX? Are they gonna have to do (b)(3) 10 USC 130e (b)(3) 10 USC 130e And then are (b)(3) 1 going to be stuck in the same boat with having an aircraft and no actual plan, at the moment, to evac it out. If the C17 crew is already enroute by the time (b)(3) conducted the tests, and then (b)(3) deem (b)(3) 10 aircraft not flyable on the sixth, now (b)(3) have to turn (b)(3) 10 U around, or at least cancel that.

Q: Is there any additional information you would like to discuss that was not covered in your investigation?

A: (b)(3) 10 USC to be as thorough as (b)(3) 10 USC in (b)(3) initial inquiry. Everything (b)(3) 10 USC think of (b)(3) 10 USC in there.

-----NOTHING FOLLOWS-----

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 2 of 3

STATEMENT OF

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

TAKEN AT

(b)(3) 10 USC 130b

DATED

7  
20260224

## AFFIDAVIT

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 24 day of February, 2026 at (b)(3) 10 USC 130b.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

Investigating Officer

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 3 of 3

**SWORN STATEMENT**

8

For use of this form, see AR 190-45; the proponent agency is PMG.

**PRIVACY ACT STATEMENT**

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                   |                                |                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|--------------------------------|-----------------------|
| 1. LOCATION<br>P18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2. DATE (YYYYMMDD)<br>20260208                    | 3. TIME<br>1030                | 4. FILE NUMBER<br>N/A |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 6. SSN                                            | 7. GRADE/STATUS<br>(b)(3) 10 U |                       |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 /160 SOAR (Abn)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                   |                                |                       |
| 9.<br>I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:<br>(b)(3) 10 USC 130b, (b)(6) / (b)(7)c, was there any discussion about (b)(3) 10 U having to dump fuel en route to PHX?<br>No, (b)(3) 10 USC 1 out (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had called to get a brief for (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. The focus of the discussion was about comfortability of flying the aircraft, conducting the (b)(3) 10 USC 130e (b)(3) 10 USC 130e, and discussing who (b)(3) 10 USC 130b / (b)(6) was. (b)(3) 10 talked the route of flight, it was a quick flight to Phoenix, and determined that (b)(3) 10 USC 130b / (b)(6) was comfortable flying the aircraft and it was safe to conduct this flight.<br>-----NOTHING FOLLOWS----- |                                                   |                                |                       |
| 10. EXHIBIT<br>4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) |                                | PAGE 1 OF 3 PAGES     |

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)(C) TAKEN AT P18 DATED 20260208

9. STATEMENT (Continued)

NOTHING ON THIS PAGE (#2)

INITIALS OF PERSON MAKING STATEMENT

(b)(3)

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

NOTHING ON THIS PAGE (#3)

**AFFIDAVIT**

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(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 8 day of FEBRUARY, 2026 at P18

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

ORGANIZATION OR ADDRESS

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

(b)(3) 10 U, USA

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3)

PAGE 3 OF 3 PAGES

# SWORN STATEMENT

11

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

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**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

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| 1. LOCATION<br>(b)(3) 10 USC 130b                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2. DATE (YYYYMMDD)<br>20260224                                                   | 3. TIME<br>0945                     | 4. FILE NUMBER |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 6. SSN                                                                           | 7. GRADE/STATUS<br>(b)(3) 10 USC 13 |                |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 /160th SOAR (Abn)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                  |                                     |                |
| 9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:<br>The following is the transcription of an interview conducted by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Tuesday, 24 February 2026 at 0945 Pacific Time Zone.<br><br>Q: Please describe the events surrounding your involvement in a training exercise that took place o/a 04/05 February 2026.<br>(b)(3) 10 was training in vicinity of Papago AHP (P18) for a 2 1/2-week Company UMT. We took 5x MH-60Ms for the duration of the training event. Both weeks were focused on environmental training. Between weeks we cycled different crewmembers out to the training event. The (b)(3) 10 USC 130b / (b)(6) assigned to the trip was out at P18 for the duration of the UMT. On Monday, 02 February 2026, MH60M (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c<br><br>while (b)(3) 10 USC 130b, (b)(6) / (b)(7)c remained flexible to capitalize on the available training. The ground recovery option, via trailers and a low-boy, was expected to take approximately 3 weeks. (b)(3) 10 USC 130e was also in question, as funding had been halted and (b)(3) 10 USC 130e had completed (b)(3) 10 USC 130e in the past 3x months. During preflight on Wednesday, 04 February 2026, it was discovered that MH60M (b)(3) 10 USC 130e. Again, (b)(3) 10 USC 130e quickly developed COAs to recover the A/C back to KGRF for follow-on maintenance, assuming that (b)(3) 10 USC 130e. Unlike the situation with (b)(3) 10 USC 130b, (b)(6) / (b)(7)c Air Movements was able to coordinate for a C17, already allocated for training support that had recently been canceled by the requesting unit (external to 160th SOAR). This was an ideal target of opportunity as it would incur zero cost to (b)(3) 10 USC 130e for the recovery (b)(3) 10 USC 130e. (b)(3) 10 USC 130e were asked to provide an answer to the Air Force in a rather expedited manner so that (b)(3) 10 USC 130e didn't lose the opportunity to STRAT the A/C. Initially, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c expressed concerns with flying the aircraft based on (b)(3) 10 USC 130e. After extensive discussions with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and other SMEs, it was determined that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would be comfortable flying the A/C under a one-time evacuation flight (b)(3) 10 USC 130e. (b)(3) 10 USC 130e Everyone was in agreement that the A/C should not be flown if (b)(3) 10 USC 130e. None of these conditions were observed after (b)(3) 10 USC 130e. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c felt very comfortable flying the aircraft at this point and it was decided to reposition the aircraft that evening. There were concerns that waiting until the next day might elevate the likelihood of (b)(3) 10 USC 130e. At this point (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c agreed upon the decision to move the aircraft and the MAW was briefed/approved under the conditions of a one-time Maintenance Evacuation Flight with the intent to move the aircraft to a higher maintenance facility (b)(3) 10 USC 130e at KGRF. Simultaneously, the Maintenance Engineering Call (MEC) was submitted and approved, which outlined very similar steps. While (b)(3) 10 USC 130b was prepping for the flight, the forward UMT staff started the coordination with Phoenix International Airport for ramp space and timelines. This was the closest airport that was C17 capable and reduced the en-route time, as the main transmission was still a prominent concern for all parties involved. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c helped with the coordination b/w (b)(3) 10 USC 130b and the C17 aircrew so that everyone was tracking. (b)(3) 10 USC 130b communicated this to (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b identified the proper ramp on the airport diagram. There were multiple conversations asking about (b)(3) 10 USC 130b / (b)(6) / (b)(7)c comfortability, it was mostly focused on the concerns with (b)(3) 10 USC 130e in flight in the event they needed to land in a field/open area. |                                                                                  |                                     |                |
| 10. EXHIBIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c |                                     | Page 1 of 4    |

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

Q: What was (b)(3) 10 USC 130b / (b)(6) / (b)(7)c understanding of (b)(3) 10 USC 130b plan on Thursday, 05 February 2026?

After a map route reconnaissance, Phoenix Sky Harbor International Airport (KPHX) was selected as the C17 capable recovery location. KPHX was roughly a (b)(3) 10 USC 130b / (b)(6) / (b)(7)c direct flight from P18. The flight was VOCO briefed by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c who was also at the training event and was familiar with the AO (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, and VOCO approved (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had been involved throughout the discussion process associated with this maintenance evacuation flight and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c it was appropriate to elevate it to (b)(3) 10 USC 130b / (b)(6) / (b)(7)c level based on the maintenance risk associated with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c looked at the route with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c determined the best route of flight to allow for places for (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to land in the event it experienced any emergencies en-route to KPHX.

That afternoon, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c coordinated with KPHX operations, where (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was informed that there were no de-fuel capabilities at KPHX. Additionally, P18 did not have de-fuel capabilities as it was outside of their support window. Additionally, the AZ National Guard had asked for no flight operations for a large portion of the next day (06FEB) due to internal BN/BDE events at the Heliport. This was agreed upon prior to the start of the UMT as that was a planned reset day in our original OPSCHED. Additionally, the KPHX (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had asked that the aircraft land and be folded so that it did not take up a large footprint on the ramp. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c told that the ramp was a co-use location with a commercial airline (potentially FedEx) and they were adamant about prepping the MH-60 for immediate STRAT configuration and load upon its arrival. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c STRAT crews identified beforehand and they had plenty of duty day to support the fold upon (b)(3) 10 USC 130b / (b)(6) / (b)(7)c arrival at KPHX that evening.

The discussion regarding fuel levels was not thoroughly discussed amongst (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c saying that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would take care of the fuel situation, as fuel dumping was the feasible option at that point (b)(3) 10 USC 130b / (b)(6) / (b)(7)c very familiar with the AO near Papago Heliport and understood that they planned to takeoff (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to likely conduct the fuel dumping procedures. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c. The primary focus and concern with the flight revolved around the safety and comfortability of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with the known (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. There was a sense of urgency to move the A/C to KPHX based on the surrounding situation; however, it was never conveyed to ignore prescribed procedures or regulations to make it happen. Again, this was breakdown to slow the process down and have a very deliberate conversation with contingencies. The (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were also up against the backside of their duty day, the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c showed later so (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was not the concern, so this added to the sense of urgency to move the A/C in a timely manner.

Q: Did (b)(3) 10 USC 130b / (b)(6) / (b)(7)c provide any specific guidance for (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to follow?

The specific guidance (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was in relation to (b)(3) 10 USC 130b / (b)(6) / (b)(7)c comfortability. Although (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were very proactive in moving forward with the C17 COA, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c never directed (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to conduct anything (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were not comfortable with. This was a major concern of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c a heightened concern when (b)(3) 10 USC 130b / (b)(6) / (b)(7)c are involved in the Mx scenario. It was trending that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would likely execute the ground recovery option (COA (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were simultaneously working) but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were pleasantly surprised when (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and the requested MEC was approved. After that, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had a drastically difference sense of comfortability, articulating (b)(3) 10 USC 130b / (b)(6) / (b)(7)c willingness to fly the aircraft. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c any specific guidance outside of the plan to reposition the A/C from Papago to KPHX. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c actively working to help with the logistics and coordination between the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c approval, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c Air Movements, C17 crew, and KPHX Operations. Again, the focus of the conversation b/w (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was centered on the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and their actions if (b)(3) 10 USC 130b / (b)(6) / (b)(7)c needed to divert (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. Prior to (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to the flight line to meet (b)(3) 10 USC 130b / (b)(6) / (b)(7)c face to face, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was aware of the lack of defuel capabilities at Papago and KPHX. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c talked about fuel dumping as an option and made a comment about (b)(3) 10 USC 130b / (b)(6) / (b)(7)c recency or frequency with the task as a (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (assumption is post-phase tasks). As discussed before, this conversation lacked the depth of execution that should have occurred. From (b)(3) 10 USC 130b / (b)(6) / (b)(7)c stance, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c seemed very confident with this plan and never mentioned or hinted at concerns with the fuel dumping option. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c both (b)(3) 10 USC 130b / (b)(6) / (b)(7)c concerns and focus was on the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and the timeline to move to KPHX.

Q: When were (b)(3) 10 USC 130b / (b)(6) / (b)(7)c informed of the Fuel dumping?

When (b)(3) 10 USC 130b / (b)(6) / (b)(7)c called (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and informed (b)(3) 10 USC 130b / (b)(6) / (b)(7)c that there (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had passed (b)(3) 10 USC 130b / (b)(6) / (b)(7)c info to the (b)(6) / (b)(7)c who called (b)(3) 10 USC 130b / (b)(6) / (b)(7)c following (b)(3) 10 USC 130b / (b)(6) / (b)(7)c initial notification. The (b)(6) / (b)(7)c told (b)(3) 10 USC 130b / (b)(6) / (b)(7)c that the Tempe Fire Department had received a call from (b)(6) / (b)(7)c who reported a fuel like smell in the air and potential fuel droplets on (b)(6) / (b)(7)c vehicle. That night and over the next few days, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with representatives from both the Tempe Fire Department and Tempe Environmental Services Section (ESS) and eventually received a report encompassing the complaints. Outside of the ESS assessment, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c never received any official reports indicating physical damage or hospitalization of citizens. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c notifications and a requisite CCIR was generated based on the impact to the local community with potential negative media attention. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c also gave the AZ National Guard a courtesy notification as they had not initially heard anything regarding the incident. Around that time, the REGT PAO was also informed and a formal CCIR was sent up to the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c as there were indications that a local news station was inquiring about the incident.

Q: Expand on the dynamic situation of the flight, were there added pressures to accomplish the task?

The situation was a tough, dynamic scenario and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c did their best to manage a lot of challenges. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c acknowledged that they were working hard to get the mission accomplished and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c a lot of trust in (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. I'm sure (b)(3) 10 USC 130b / (b)(6) / (b)(7)c felt pressured to make it happen, as (b)(3) 10 USC 130b / (b)(6) / (b)(7)c based on the countless (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had dealt with in the last three weeks (including time (b)(3) 10 USC 130b / (b)(6) / (b)(7)c before (b)(3) 10 USC 130b / (b)(6) / (b)(7)c left for the UMT); however, the isolated action to dump fuel over a populated area at an altitude (b)(3) 10 USC 130b / (b)(6) / (b)(7)c is inexcusable and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c never gave guidance to do that. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c have a strong reputation in (b)(3) 10 USC 130b / (b)(6) / (b)(7)c mind and built a high-degree of trust within the organization. Even though it was a very short flight (b)(3) 10 USC 130b / (b)(6) / (b)(7)c acknowledge that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c should have spent more time discussing the finer details of the flight profile.

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

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STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

Q: What would have happened if (b)(3) 10 USC 130b landed at KPHX without dumping the requisite fuel?

It would have been another situation (b)(3) 10 USC 130b would have worked through, which was nothing new to the trip thus far. (b)(3) 10 USC 130b with (b)(3) 10 USC 130b after the fact about this (b)(3) 10 USC 130b would have told (b)(3) 10 USC 130b to (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(b)(3) 10 USC 130b acknowledge that (b)(3) 10 USC 130b should have talked through this scenario before (b)(3) 10 USC 130b took off, which (b)(3) 10 USC 130b failed to do as (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. But there was not a precedent set where (b)(3) 10 USC 130b would have been too scared to call the TOC on SATCOM and work through solutions that night or the next day. (b)(3) 10 USC 130b had worked through countless challenges over the previous weeks and never chastised or punished (b)(3) 10 USC 130b / (b)(6) / (b)(7)c for not accomplishing a task due to safety concerns.

Q: Outside of the notifications, what actions did (b)(3) 10 USC 130b take (b)(3) 10 USC 130b / (b)(6) / (b)(7)c?

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c into the incident (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to gain a better understanding of what happened. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. Once (b)(3) 10 USC 130b / (b)(6) / (b)(7)c enough information from the initial CI and spoke to the agencies that were listed above (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was informed that the incident was being elevated to the (b)(3) 10 USC 130b level and a 15-6 would occur with a IO out of (b)(3) 10 USC 130b had (b)(3) 10 USC 130b / (b)(6) / (b)(7)c seize the CI and kept (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. Separately (b)(3) 10 USC 130b assigned a Mishap Investigating Officer (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to examine the safety side of the incident in the event it is elevated to a CLASS C or higher based on potential impacts to civilian personnel/property.

Q: In your opinion, was fuel dumping over a populated area at a low altitude an acceptable action:

No, there has never been a precedent set that it is acceptable to violate regulations or place civilians in harm.

Q: Describe (b)(3) 10 USC 130b and their experience:

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 130b

Page 3 of 4

STATEMENT OF

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

TAKEN AT

(b)(3) 10 USC 130b

DATED

14  
20260224

## AFFIDAVIT

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 4. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

WITNESSES:

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 24 day of February, 2026 at (b)(3) 10 USC 130b.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

Investigating Officer

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 4 of 4



# SWORN STATEMENT

15

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

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| 1. LOCATION<br>(b)(3) 10 USC 130b                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2. DATE (YYYYMMDD)<br>20260224                                                   | 3. TIME<br>1305                      | 4. FILE NUMBER |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 6. SSN<br>[REDACTED]                                                             | 7. GRADE/STATUS<br>(b)(3) 10 USC 130 |                |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 USC 160th SOAR (Abn)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                  |                                      |                |
| 9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:<br><br>The following is the transcription of an interview conducted by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on (b)(3) 10 USC 130 on 5 February 2026 on Tuesday, 24 February 2026 at 1305 Pacific Time Zone.<br><br>Q: Please describe the events surrounding your involvement in a training exercise that took place o/a 04/05 February 2026.<br>A: Looking at the macro operations schedule, essentially (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were doing a company UMT, which started with an SD to Long Beach on the 24th and the 25th of January. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c We got to Long Beach, Sunday, and then Monday night, everyone did day and night deck qualifications. Then we went from Long Beach to Papago. That is basically where our UMT started until mid-February is when all the training was complete and we departed around the 11th or 12th of February. There was a BMQ STX in the final couple of days. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c<br><br>Q: Please walk me through the events on Wednesday, 04 February 2026.<br>A: Wednesday, the 4th of February. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e Airframe (b)(3) 10 USC 130e in the morning. It's determined that (b)(3) 10 USC 130e (b)(3) 10 USC 130e submits a MEC (b)(3) 10 USC 130e also working with (b)(3) 10 USC 130e to determine what we're going to do with (b)(3) 10 USC 130e. Ultimately, (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c working through parts requests and the maintenance that is required on (b)(3) 10 USC 130e, because it (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and all that on (b)(3) 10 USC 130e wasn't able (b)(3) 10 USC 130e so without having an engine shop guy out (b)(3) 10 USC 130e. Come to find out that (b)(3) 10 USC 130e So that was a good call. Airframe also inspected (b)(3) 10 USC 130e (b)(3) 10 USC 130e Aircraft (b)(3) 10 USC 130e, the one that we care about, was scheduled to go on a training flight with the HAF that night. On pre-flight, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e. At 1434, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c put a message on the signal chat (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had canceled training for the day and a "Red X" was put in the book. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on the trip, (b)(3) 10 USC 130e. That night, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c at 1500 launched, single ship, (b)(3) 10 USC 130e that we had at Papago that was up at that time. So as this time (b)(3) 10 USC 130b / (b)(6) / (b)(7)c is departing, (b)(3) 10 USC 130e, the (b)(3) 10 USC 130e (b)(3) 10 USC 130e is "Red X," it's waiting for ground transport. It had previously (b)(3) 10 USC 130e, and that was the one that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were coordinating a Low Boy for, which there's a lot of work that went in to get that coordinated. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and sc (b)(3) 10 USC 130b / (b)(6) / (b)(7)c is the only one that can fly. It's running out of time. It's got to go back home for phase hours, but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c trying to make coordination so (b)(3) 10 USC 130b / (b)(6) / (b)(7)c can keep it longer. Pushing off the EIBF mod and the phase window so that we can spend the most time with the one good bird at Papago. Approximately 1700, the evening prior to the evac flight (b)(3) 10 USC 130b / (b)(6) / (b)(7)c inquired whether (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would be willing to consider a one time maintenance evac flight on (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. This was considered because (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had (b)(3) 10 USC 130e and it had the ground evac pending. Now (b)(3) 10 USC 130b / (b)(6) / (b)(7)c exploring better options, if any, to evac (b)(3) 10 USC 130b / (b)(6) / (b)(7)c |                                                                                  |                                      |                |
| 10. EXHIBIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c |                                      | Page 1 of 5    |

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

Q: What was the plan for moving MH60M (b)(3) 10 USC 130e from P18 to KPHX?

A: Word spreads (b)(3) 10 USC 130b Air Guard C17 is on a training mission in the local area. Using this potential asset would be little no cost to (b)(3) 10 USC 130b. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c engaged in a detailed discussion regarding the conditions and risk controls that would be required for (b)(3) 10 USC 130b to comfortably proceed with such course of action, given our significant concerns regarding the integrity of (b)(3) 10 USC 130e. Throughout the discussion with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130b inquired as a bottom line, what will make (b)(3) 10 USC 130b comfortable to evac the aircraft? (b)(3) 10 USC 130b advised that any consideration of a one-time evac would be contingent upon full compliance with the applicable maintenance procedures, including (b)(3) 10 USC 130e good to fly it. (b)(3) 10 USC 130b assess our course of action, the option of submitting a MEC was considered, however, the MEC process is designed to return an aircraft to full service. (b)(3) 10 USC 130e

(b)(3) 10 USC 130b. Given (b)(3) 10 USC 130b / (b)(6) / (b)(7)c directive to evacuate the aircraft for strategic airlift, (b)(3) 10 USC 130b determine the most appropriate course of action was to follow the established procedures for a one time maintenance evac flight as outlined in the 23 and P. With the full MEC process to be completed (b)(3) 10 USC 130b, when the necessary time parts and support would be available. Which that did end up happening once it got back (b)(3) 10 USC 130b, the MEC was applied (b)(3) 10 USC 130b did submit the MEC as a process for potential course of action to return (b)(3) 10 USC 130b to service. At the time, (b)(3) 10 USC 130b did not have sufficient (b)(3) 10 USC 130e

(b)(3) 10 USC 130b. Given the consumables shortfall and the time required to complete the maintenance actions, it was assessed that the MEC process could not be completed prior to the established strategic movement window. Therefore, no actions will be taken towards the MEC to retain ability to apply it (b)(3) 10 USC 130b, (b)(3) 10 USC 130e. Returning the main mod to service is paramount as (b)(3) 10 USC 130b, (b)(3) 10 USC 130e and (b)(3) 10 USC 130b is on the way. So the MEC was applied here, and then engineers determined (b)(3) 10 USC 130b t. So (b)(3) 10 USC 130b is another one that (b)(3) 10 USC 130b, (b)(6) / (b)(7)c. Side note, Friday, 6 February is briefed as a reset day for everybody, multiple (b)(3) 10 USC 130b / (b)(6) / (b)(7)c reached 40 hours in 7 days, so this day was built in to reset (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to avoid moderate risk of training. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: What conditions made this flight require one-time maintenance evacuation flight approval and what circumstances drove the decision to move the aircraft from P18 to KPHX on Thursday, 05 February 2026?

A: There's an amount (b)(3) 10 USC 130b you're allowed to have in the main mod, and there is a (b)(3) 10 USC 130b that you're allowed to have in the main mod. (b)(3) 10 USC 130b, and if nothing is found, it can return to service (b)(3) 10 USC 130b. Also, there's a (b)(3) 10 USC 130b. So, essentially, (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to service at Phoenix. As a (b)(3) 10 USC 130b function (b)(3) 10 USC 130b will typically always submit a MEC, which (b)(3) 10 USC 130b got it here, just to see if (b)(3) 10 USC 130b can get the (b)(3) 10 USC 130b to try to return it back to service. However, this MEC that (b)(3) 10 USC 130b got back, (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, nor (b)(3) 10 USC 130b were trying to pursue it, since (b)(3) 10 USC 130b would not make the strat window. So, the reason why it had to be evac'd is (b)(3) 10 USC 130b wanted to reposition it to that C17 for recovery (b)(3) 10 USC 130b to complete maintenance.

Q: Did (b)(3) 10 USC 130b have any concerns for the circumstances of the flight (b)(3) 10 USC 130b mentioned in (b)(3) 10 USC 130b / (b)(6) / (b)(7)c interview with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Saturday, 07 February 2026 (duty day remaining, one-time flight, (b)(3) 10 USC 130e)?

A: So the way (b)(3) 10 USC 130b coordinated and talked with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was (b)(3) 10 USC 130b then (b)(3) 10 USC 130b would talk. It was incremental decision making. After (b)(3) 10 USC 130b / (b)(6) / (b)(7)c discuss what the next step will be. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, that late afternoon, early evening on the 5th, (b)(3) 10 USC 130b the TOC that (b)(3) 10 USC 130b, that (b)(3) 10 USC 130b this is suitable for the one time evac. That sort of stopped the incremental decision making and sort of began the shift, which essentially is this aircraft is leaving tonight (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. It's going tonight. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. Now execution planning is rapidly occurring. This is where (b)(3) 10 USC 130b think the ramp is gonna be, the C17 is coming. (b)(3) 10 USC 130b want it to be re-positioned. So, all of those things were absolutely factors, being in the 12th hour of the duty day, being in the (b)(3) 10 USC 130b, being out in the sun all day, and being locked into the arrival procedure (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c wasn't allowed basically to choose (b)(3) 10 USC 130b routing from Papago to Phoenix. All those things definitely led to (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c that night because it wasn't on the flight schedule to say. It wasn't planned until it was time to leave essentially.

Q: Did (b)(3) 10 USC 130b consider asking for an extension?

A: No, (b)(3) 10 USC 130b, (b)(6) / (b)(7)c with the guys at the hotel (b)(3) 10 USC 130b went for breakfast (b)(3) 10 USC 130b, (b)(6) / (b)(7)c. Had a normal work day. There was no direct, like, grabbing by the wrist. (b)(3) 10 USC 130b don't show until this time because X, Y, and Z. (b)(3) 10 USC 130b left to manage (b)(3) 10 USC 130b schedule. No one dictated that or said (b)(3) 10 USC 130b might need extension to accomplish what (b)(3) 10 USC 130b trying to do. No, nothing, nothing to that effect.

Q: In (b)(3) 10 USC 130b original interview with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Saturday, 07 February 2026, (b)(3) 10 USC 130b mentioned being past the National Guard's working hours and the TOC being unable to coordinate aircraft defuel. Please elaborate.

A: At approximately 1730 (b)(3) 10 USC 130b, (b)(3) 10 USC 130b actions were completed and (b)(3) 10 USC 130b did a (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c determined the aircraft was acceptable for the one time evac flight after the (b)(3) 10 USC 130b. That's about 1730, and then that puts (b)(3) 10 USC 130b in the TOC about 1745, to go let the TOC personnel know that (b)(3) 10 USC 130b is completed. It meets a criteria for this one time flight, and for (b)(3) 10 USC 130b to be comfortable with it. The aircraft has (b)(3) 10 USC 130b after completing (b)(3) 10 USC 130b. There is no defuel at Papago currently. (b)(3) 10 USC 130b past (b)(3) 10 USC 130b working hours (b)(3) 10 USC 130b it was a 4 day weekend for them starting Friday. This is a Thursday, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c fuelers is M Day, so it's not like (b)(3) 10 USC 130b title 10 and you can call the guy back in. So it was not a viable coa. And then (b)(3) 10 USC 130b was running down where to park at Phoenix, which was in flux. (b)(3) 10 USC 130b had talked about South cargo, North cargo, this ramp, that ramp, that kept changing. So all that was all in question. Then finally (b)(3) 10 USC 130b told "hey, it's south cargo, there's no defuel, just so you know."

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 130b

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STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

Q: What was (b)(3) 10 U understanding of the timeline of the C17 transport/parking at KPHX?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7) of the C-17 timeline is (b)(3) 10 U need to get the chopper there tonight and this could load at any minute. (b)(3) 10 USC 130b / (b) that it didn't actually end up loading until quite some time after, but with the way mission planning goes in the TOC and things are constantly changing, and from (b)(3) perspective, and based on (b)(3) experience, (b)(3) thinking (b)(3) understand that this C-17 can leave at any moment. So that must be a factor in why this has to get out tonight. So that was (b)(3) understanding is (b)(3) don't want to lose the window of getting (b)(3) chopper to the ramp so that (b)(3) could get loaded on the C17.

Q: Was it possible to fly (b)(3) 10 U to KPHX, conduct aircraft folding/prepare for strategic air load on Friday, 06 February 2026?

A: Yes (b)(3) 10 USC 130b / (b) could have (b)(3) 10 USC it didn't get loaded until, (b)(3) 10 USC 130b, (b)(6) don't know actually when it got loaded. That was kind of Greek (b)(3) 10 U after it got sent there. But (b)(3) 10 U that would have been fine. The guys, (b)(3) 10 had that (b)(6) / (b)(7)c, and (b)(3) 10 USC that (b)(3) 10, as soon as (b)(3) got the thing there, they had (b)(3) 10 own plan. (b)(3) 10 U going to get there, fold this. (b)(3) 10 U going to minimize people that have to miss (b)(6) / (b)(7)c. That was a big thing for them. So that's why it got folded so fast.

Q: How much fuel did (b)(3) 10 require to dump in order to be in weight tolerance for the C17 transport?

A: (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Did (b)(3) 10 consider transferring fuel into the auxiliary fuel tanks for to reduce the weight distribution on the aircraft tail?

A: Not that (b)(3) remember.

Q: Do you know how much fuel (b)(3) 10 U actually dumped enroute to KPHX/What fuel level were (b)(3) 10 trying to reach?

A: (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: What altitude was the aircraft at when you initiated the fuel dump?

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 U

Page 3 of 5

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

Q: Do (b)(3) 10 USC 130e agree with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c findings that (b)(3) 10 USC 130e were between approximately (b)(3) 10 USC 130e at the highest point and approximately (b)(3) 10 USC 130e at the lowest point on (b)(3) 10 USC 130e route while conducting the fuel dump?

A: (b)(3) 10 USC 130e don't agree or disagree. Honestly, with everything that was going on, (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c I couldn't tell (b)(3) 10 USC 130b, (b)(3) 10 USC 130e, (b)(6) / (b)(7)c at through the duration of the dump.

Q: Do (b)(3) 10 USC 130e recall at what point in the flight (b)(3) 10 USC 130e established communications with KPHX tower? Did they provide airfield weather data to include an altimeter setting?

A: (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c For the Bravos, you can just go onto the airfield information. And where (b)(3) 10 USC 130e would normally (b)(3) 10 USC 130e So (b)(3) 10 USC 130e had everything. (b)(3) 10 USC 130e got it off the (b)(3) 10 USC 130e. And then (b)(3) 10 USC 130e have to contact tower at Papago before (b)(3) 10 USC 130e can depart because it's already in the Bravo surface airspace.

Q: Did (b)(3) 10 USC 130e conduct (b)(3) 10 USC 130e brief prior to departure to discuss the known complexities of the flight and distribute (b)(3) 10 USC 130e workload?

A: (b)(3) 10 USC 130e had talked in the TOC a little bit, and then once (b)(3) 10 USC 130e went out to the aircraft, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and said "all right, so this is what (b)(3) 10 USC 130e want. (b)(3) 10 USC 130e want this Tempe Bridge VFR away point. This is gonna set (b)(3) 10 USC 130e up. And from here, (b)(3) 10 USC 130e going to land at this taxiway" because (b)(3) 10 USC 130e had just done a cross country and (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. So it was (b)(3) 10 USC 130e gonna land this taxiway going from here to there." So it was abbreviated due to being battle rostered for the past month.

Q: How much experience do (b)(3) 10 USC 130e flying in the area of P18 and KPHX?

A: Around Papago, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was familiar with the only thing (b)(3) 10 USC 130e had to do at Papago was the HELO 1, which basically just depart out, follow a road to a point, and then from there you're free and clear to go do (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. That's the extent of what (b)(3) 10 USC 130e. That's all (b)(3) 10 USC 130e to do was just (b)(3) 10 USC 130e. So (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e in the Phoenix surface bravo airspace, arrival procedures, anything to that effect.

Q: Is there any additional information (b)(3) 10 USC 130e have not covered in (b)(3) 10 USC 130b, (b)(6) / (b)(7)c that (b)(3) 10 USC 130e find relevant?

A: (b)(3) 10 USC 130e want to highlight everything (b)(3) 10 USC 130e had working against (b)(3) 10 USC 130e that night., which was sort of the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on a one time flight, with a potentially (b)(3) 10 USC 130e, and that surface Bravo airspace, and having to comply with what (b)(6) / (b)(7)c saying, because (b)(3) 10 USC 130e don't want to end up with like a Washington DC event where (b)(3) 10 USC 130e smack into a fixed wing if (b)(3) 10 USC 130e don't listen to what (b)(6) / (b)(7)c saying. So coupled with (b)(3) 10 USC 130e it's a miracle it didn't get worse than that with everything that happened so quickly. It was just a challenging (b)(3) 10 USC 130e.

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 130e

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STATEMENT OF

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

TAKEN AT

(b)(3) 10 USC 130b

DATED

19  
20260224

## AFFIDAVIT

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 5. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_  
at (b)(3) 10 USC 130b \_\_\_\_\_.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

Investigating Officer

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 130b

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# SWORN STATEMENT

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For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                                               |                                |                                |                       |
|-------------------------------------------------------------------------------|--------------------------------|--------------------------------|-----------------------|
| 1. LOCATION<br>P18 Airfield                                                   | 2. DATE (YYYYMMDD)<br>20260207 | 3. TIME<br>1615                | 4. FILE NUMBER<br>N/A |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7) | 6. SSN<br>(b)(3) 10 U          | 7. GRADE/STATUS<br>(b)(3) 10 U |                       |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 USC<br>160 SOAR (Abn)                 |                                |                                |                       |

9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q: Walk me through the events and planning leading up to the one time flight (b)(3) 10 USC 130e on 05FEB26 from your perspective.

On 04FEB26, (b)(3) 10 USC 130e MEC was requested, but discussion was had regarding how to evac (b)(3) 10 U from P18. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c asked if (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to a nearby airport for a C17 load, and asked what it would take to make it flyable for a one time flight. On 05FEB (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b, (b)(6) / (b)(7)c on other aircraft. Around 1200-1300, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c asked (b)(3) 10 USC 130b / (b)(6) / (b)(7)c what it would take to make (b)(3) 1 comfortable flying the aircraft. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e, then (b)(3) 10 could have a conversation about evacing the aircraft. Around 1600-1700 (b)(3) 10 USC 130e (b)(3) 10 USC 130b / (b)(6) / (b)(7)c there were (b)(3) 10 and (b)(3) 10 USC comfortable flying it to KPHX. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, while others started the coordination for folding the aircraft and landing. (b)(3) 10 USC briefed and approved, ultimately by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c since it was a one time maintenance flight. Prior to launch, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c met (b)(3) 1 at the aircraft and parking at KPHX was discussed and other maintenance actions (b)(3) had mentioned and it was understood that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c be dumping fuel since it was past the National Guard's working hours and the TOC was unable to coordiante refuel.

Q: What happened during the flight?

At the (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c conducted the one time MTF, (b)(3) 10 USC 130e to land the aircraft.

|                  |                                                        |                   |
|------------------|--------------------------------------------------------|-------------------|
| 10. EXHIBIT<br>1 | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 U | PAGE 1 OF 3 PAGES |
|------------------|--------------------------------------------------------|-------------------|

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT P18 Airfield DATED 20260207

## 9. STATEMENT (Continued)

(b)(3) 10 U had planned (b)(3) 10 USC 130e, but upon departure tower immediately assigned us routing to use the Helo 1-101 arrival procedure. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, find the 101 on a street map and guide (b)(3) 10 USC 130 on the routing. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (b)(3) 10 USC 130b / (b)(6) / (b)(7)c reminded (b)(3) 10 USC 130b needed to dump fuel, as (b)(3) 10 were currently (b)(3) 10 USC 130e. After beginning dump, tower assigned (b)(3) 10 USC 130e and gave assigned headings IAW arrival procedure. (b)(3) 10 then went (b)(3) 10 USC 130e with tower and (b)(3) 10 USC 130b back inside while dumping fuel to finding (b)(3) 10 USC 130e. By the time (b)(3) 10 USC 130e with were short final. (b)(3) 10 US landed and repositioned to the Jet Center, and shut down. (b)(3) 10 USC 130e was spent inside for (b)(3) 10 finding the 101, fixing radios, and then trying to identify Jacksonville Jet center. This resulted in (b)(3) 10 losing awareness of (b)(3) 10 U position over civ population while dumping.

Q: What occurred post flight regarding the one time MTF?

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c, there is a man at the FBO that the city was on the line for (b)(3) 10 U and talked to a man named (b)(6) / (b)(7)c. He asked if (b) had a fuel leak, and (b) said yes. (b)(3) 10 had fuel draining from the aircraft (b)(3) 10 USC 130e. (b)(3) 10 departed KPHX to P18, and received another phone call from (b)(6) / (b)(7)c asking for the PAO because the Tempe fire department received calls regarding fuel on vehicles from an aircraft. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and explained the situation and gave (b)(3) 10 USC 130b / (b)(6) / (b)(7)c phone number.

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Do (b)(3) 10 USC know what the AGL was?

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 US

PAGE 2 OF 3 PAGES

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT P18 Airfield DATED 20260207<sup>22</sup>

9. STATEMENT (Continued)

Q: Did any of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c note the altitude?

No the radios were so busy and flight was so hectic. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c  
(b)(3) 10 USC 130b / (b)(6) / (b)(7)c.

Q: If (b)(3) 10 U could do it again, would (b)(3) 10 U do anything different?

(b)(3) would have denied what (b)(3) 10 were doing or do it another day during the day. A more deliberate plan for dumping rather than being locked in to (b)(3) 10 USC 130e KPHX arrival procedure. (b)(3) would have done a dumping route and an arrival route, broken in two sections.

-----NOTHING  
FOLLOWS-----

#### AFFIDAVIT

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_  
at P18 Airfield

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 13

PAGE 3 OF 3 PAGES



# SWORN STATEMENT

23

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                                                |                                |                                      |                |
|--------------------------------------------------------------------------------|--------------------------------|--------------------------------------|----------------|
| 1. LOCATION<br>(b)(3) 10 USC 130b                                              | 2. DATE (YYYYMMDD)<br>20260224 | 3. TIME<br>1230                      | 4. FILE NUMBER |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | 6. SSN<br>[REDACTED]           | 7. GRADE/STATUS<br>(b)(3) 10 USC 130 |                |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 USC 160th SOAR (Abn)                   |                                |                                      |                |

9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

The following is the transcription of an interview conducted by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Tuesday, 24 February 2026 at 1230 Pacific Time Zone.

Q: Please describe the events surrounding (b)(3) 10 USC involvement in a training exercise that took place o/a 04/05 February 2026.

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c Phoenix for a company level UMT. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c The mission crews were conducting LVRs HAAR, gunnery and there was an STX as well.

Q: Please walk me through the events on Wednesday, 04 February 2026.

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c Airframe was conducting inspections on rotor blades following LVRs from the night prior. Aircraft (b)(3) 10 USC 130e Aircraft (b)(3) 10 USC 130e (b)(3) 10 USC 130e began troubleshooting that either the 3rd or 4th (b)(3) 10 USC cant recall exactly. Aircraft (b)(3) 10 USC did not (b)(3) 10 USC 130e and was scheduled for a multi-ship flight that evening. After troubleshooting throughout the day, (b)(3) 10 USC went to launch the HAF and were flaaed down for aircraft (b)(3) 10 USC 130e (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to determine if (b)(3) 10 USC could return the (b)(3) 10 USC 130e. Near the end of the day, discussions began regarding potentially repositioning aircraft (b)(3) 10 USC to PHX for STRAT, though no specific timeline was established.

Q: What was the plan for moving MH60M (b)(3) 10 USC from P18 to KPHX?

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would determine comfortability and whether the aircraft was acceptable for repositioning.

Q: What circumstances drove the decision to move the aircraft from P18 to KPHX on Thursday, 05 February 2026?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was that the STRAT window was expected Friday. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c wanted the aircraft repositioned to Phoenix Thursday night to prepare for loading.

Q: What conditions made this flight require one-time maintenance evacuation flight approval?

A: (b)(3) 10 USC 130e A MEC was submitted to determine whether additional serviceability checks could be conducted to (b)(3) 10 USC 130e to service (b)(3) 10 USC 130e.

|             |                                                                                  |             |
|-------------|----------------------------------------------------------------------------------|-------------|
| 10. EXHIBIT | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | Page 1 of 4 |
|-------------|----------------------------------------------------------------------------------|-------------|

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

Q: Did (b)(3) 10 have any concerns for the circumstances of the flight (b)(3) 10 mentioned in (b)(3) 10 U interview with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Saturday, 07 February 2026 (duty day remaining, one-time flight, (b)(3) 10 USC 130e)?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c The decision to reposition occurred around 1700-1800, and (b)(3) 10 departed at approximately 1900, placing (b)(3) 10 USC 130e around the (b)(3) 10 USC 130e. The decision involved landing in unfamiliar airspace at Jackson Jet Center. The original plan was to go from Popago to Tempe bridge a VFR reporting point, which would have positioned (b)(3) 10 for a left base to the landing area. Instead, (b)(3) 10 received the HELO 1 departure and were assigned the 101 transition that (b)(3) 10 were unfamiliar with. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c ATC vectored (b)(3) 10 to the landing area and cleared (b)(3) 10 to land directly to the FBO ramp. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c The reroute did not align with (b)(3) 10 initial plan and increased workload.

Q: Did (b)(3) 10 consider asking for an extension?

A: No, that was not discussed.

Q: In (b)(3) 10 U original interview with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on 07 February 2026, (b)(3) 10 mentioned (b)(3) 10 knew (b)(3) 10 couldn't get defuel support at P18 or KPHX. Please elaborate.

A: (b)(3) 10 don't recall the exact fuel quantity (b)(3) 10 had on board. The aircraft had been prepared for a prior training mission and was not defueled (b)(3) 10 USC 130e. When (b)(3) 10 were informed the aircraft would reposition that night, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c there was no defuel capability at Papago or Phoenix. There was discussion of rolling 24 hours and coordinating defuel with the National Guard, but (b)(3) 10 were told (b)(3) 10 USC 130b wanted the aircraft repositioned that night.

Q: What was (b)(3) 10 U understanding of the timeline of the C17 transport/parking at KPHX?

A: When (b)(3) 10 went to the TOC, the parking was still trying to get figured out from the FBO as far as where the C-17 was going to park. They were talking about parking north cargo or south cargo. There's really no clear spot that it was going to be parked in. (b)(3) 10 was not directly tracking the C-17 crews specific STRAT window or timeline. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was the aircraft needed to be folded Thursday night and loaded Friday.

Q: Was it possible to fly (b)(3) 10 US to KPHX, conduct aircraft folding/prepare for strategic air load on Friday, 06 February 2026?

A: In retrospect yes. Based on when STRAT ultimately departed, rolling 24 hours would have allowed daylight defuel, improved coordination, and a clearer parking plan.

Q: How much fuel did (b)(3) 10 require to dump in order to be in weight tolerance for the C17 transport?

A: (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c.

Q: Did (b)(3) 10 consider transferring fuel into the auxiliary fuel tanks for to reduce the weight distribution on the aircraft tail?

A: No (b)(3) 10 US not previously conducted a STRAT load and deferred (b)(3) 10 USC 130b / (b)(6) / (b)(7)c regarding required fuel configuration.

Q: Do (b)(3) 10 know how much fuel (b)(3) 10 actually dumped enroute to KPHX/What fuel level were (b)(3) 10 trying to reach?

A: (b)(3) 10 don't recall the specific fuel state announced (b)(3) 10 USC 130b, (b)(6) / (b)(7)c setting fuel for START but was not tracking the exact target quantity.

Q: What altitude does the MH-60M -10 require the aircraft to be stable at before intentional fuel dumping?

A: (b)(3) 10 USC 130e

Q: What altitude was the aircraft at when (b)(3) 10 initiated the fuel dump?

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Do (b)(3) 10 agree with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c findings that (b)(3) 10 were between approximately (b)(3) 10 USC 130e at the highest point and approximately (b)(3) 10 USC 130e at the lowest point on (b)(3) 10 US route while conducting the fuel dump?

A: Based on the rising terrain along the route near the 101 corridor, and as (b)(3) 10 approached PHX, that range is consistent with the flight data.

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 2 of 4



USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

Q: Do (b)(3) 10 recall at what point in the flight (b)(3) 10 established communications with KPHX tower? Did they provide airfield weather data to include an altimeter setting?

A: (b)(3) contacted them leaving Papago (b)(3) 10 USC 130b, (b)(6) / (b)(7)c, (b)(3) 10 USC 130e. They cleared (b)(3) for takeoff. And once (b)(3) took off, that's when (b)(3) requested direct Tempe Bridge and then direct to Jackson Jet Center. And that's when (b)(3) 10 started getting routing guidance from there. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c.

Q: Can (b)(3) 10 elaborate on (b)(3) 10 U comment that the "when (b)(3) 1 dumped originally (b)(3) 1 were (b)(3) 10 USC 130e" during (b)(3) 10 U interview with (b)(3) 10 U (b)(3) 10 USC 130b

A: The planned routing VIA Tempe Bridge would have placed (b)(3) 10 USC 130e, (b)(3) 10 USC 13. The reroute changed that plan. (b)(3) 10 USC 130b / (b)(6) / is that much of the route prior to entering Phoenix area was (b)(3) 10 USC 130e.

Q: Did (b)(3) 10 U conduct (b)(3) 10 USC 1 brief prior to departure to discuss the known complexities of the flight and distribute (b)(3) 10 USC workload? Can (b)(3) 10 describe what was discussed?

A: There was really no formal (b)(3) 10 USC 130b. Due to timeline pressure associated with the one-time evac and STRAT. Discussion of routing, landing area, and responsibilities occurred during aircraft preparation.

Q: How much experience do (b)(3) 10 flying in the area of P18 and KPHX?

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Is there any additional information we have not covered in our discussion that (b)(3) 10 find relevant?

A: No

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 3 of 4

**AFFIDAVIT**

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 4. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 24 day of February, 2026 at (b)(3) 10 USC 130b.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

Investigating Officer

(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS



# SWORN STATEMENT

27

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                                                |                                |                                |                       |
|--------------------------------------------------------------------------------|--------------------------------|--------------------------------|-----------------------|
| 1. LOCATION<br>P18 Airfield                                                    | 2. DATE (YYYYMMDD)<br>20260207 | 3. TIME<br>1930                | 4. FILE NUMBER<br>N/A |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | 6. SSN<br>(b)(3) 10 U          | 7. GRADE/STATUS<br>(b)(3) 10 U |                       |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 /160th SOAR (Abn)                      |                                |                                |                       |

9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q: Walk me through the events and planning leading up to the one time flight of 247 on 05FEB26 from (b)(3) 10 USC perspective?

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c grabbed (b)(3) 10 USC and discussed looking for (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to determine if (b)(3) 10 USC felt safe to one time evac the aircraft. Then (b)(3) 10 briefed everyone in the TOC and were asked if (b)(3) 10 were comfortable flying it to KPHX. It was a scramble to get parking figured out, and if (b)(3) 10 were going to fly it that night or the next day. It was decided that night then (b)(3) 10 were waiting for where to park and then got the green light to launch while still waiting for specifics on parking. (b)(3) 10 knew (b)(3) 10 U couldn't get defuel here or at KPHX, so (b)(3) 10 knew (b)(3) 10 U would have to dump gas or roll 24 to coordinate defuel. It was decided it needed to get there tonight, so it was an understanding (b)(3) 10 USC have to do what (b)(3) 10 had to do to set conditions for the Strat. The understanding was between (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and it was understood that (b)(3) 10 USC 130b, (b)(6) / (b)(7)c and at P18 wanted it there tonight. (b)(3) 10 USC 130b, (b)(6) / (b)(7)c seemed like it was a mutual understanding that conditions would be set upon landing.

Q: What happened during the flight?

(b)(3) 10 decided (b)(3) 10 were going to Tempe Stadium due to the unknown conditions of the aircraft, this would be more direct. Tower directed (b)(3) 10 take the Helo1, asked again for Tempe Stadium and was told no, to fly the 101 transtion. (b)(3) 10 asked for assistance, (b)(3) 10 USC came inside to look on the map, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. Tower said (b)(3) 10 USC 130e the radios were busy with (b)(3) 10 and other aircraft traffic going in and out of the (b)(3) 10 USC 130e Tower then turned (b)(3) 10 and kept calling (b)(3) 10 U giving (b)(3) 10 USC 130e, (b)(3) 10, an airplance relayed transmission (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c get postive communication with Tower. They then heard (b)(3) 10 and followed tower's instructions. Before (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c reminded (b)(3) 10 needed to dump.

|                  |                                                   |                   |
|------------------|---------------------------------------------------|-------------------|
| 10. EXHIBIT<br>3 | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) | PAGE 1 OF 3 PAGES |
|------------------|---------------------------------------------------|-------------------|

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT P18 Airfield DATED 20260207

## 9. STATEMENT (Continued)

(b)(3) 10 were still dumping while (b)(3) 10 USC 130b, (b)(6) / (b)(7)c, (b)(3) 10 USC 130e while working through (b)(3) 10 USC 130e and having to have (b)(3) 10 U calls relayed by GA traffic. Finally tower called for (b)(3) 10 to (b)(3) 10 USC 130e dumping stopped somewhere in between (b)(3) 10 USC 130e to the FBO for landing. From what (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were not over populated areas except for when tower called for (b)(3) 10 to do (b)(3) 10 USC 130e and (b)(3) 10 may have gotten close while (b)(3) 10 were dumping but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was following towers instructions and maintaining airspace surveillance. It was busy for (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were planning to dump before that at (b)(3) 10 USC 130e but tower gave (b)(3) 10 a new route (b)(3) 10 were unfamiliar with upon take off. There is high terrain throughout Tempe which also reduced (b)(3) 10 USC 130e, (b)(3) 10 US AGL following tower's instructions. When (b)(3) 10 dumped originally (b)(3) 10 were (b)(3) 10 USC 130e areas at the right altitude, and then (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c being in a (b)(3) 10 USC 130e (b)(3) 10 USC 130e, unfamiliar routing, and on a one time evac with (b)(3) 10 USC 130e

Q: What actions were taken after the flight?

Tied up the aircraft, made it happen. (b)(6) / (b)(7)c said someone from Tempe was on the phone and (b)(3) 10 USC got on the phone and talked with (b)(6) / (b)(7)c and that's when (b)(3) 10 found out that a residential area had gotten fuel on it. (b)(3) 10 USC 130b, (b)(6) / (b)(7)c to the TOC (b)(3) 10 USC 130b / (b)(6) / (b)(7)c came back and that's when (b)(3) 10 U discussed what had happened with the fuel and the route changes.

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Did any of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c note the altitude?

Not that I can recall

INITIALS OF PERSON MAKING STATEMENT

(b)(3)

PAGE 2 OF 3 PAGES



STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT P18 Airfield DATED 20260207<sup>29</sup>

9. STATEMENT (Continued)

Q: If (b)(3) 10 USC had to do it again, would (b)(3) 10 USC do anything differently?

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Earlier coordination with the FBO for parking, and take more time to resource defuel and ask what the strat could take as far as fuel weight. Progressive decision making taking the steps to verify it was safe was a sustain (b)(3) would probably still go to get the mission accomplished. If tower requested the 101 transition (b)(3) 10 USC 130b / (b)(6) / (b)(7)c think as (b)(3) made all the right choices from starting maintenance to shutting down at KPHX. It comes down to (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) think if the (b)(3) 10 USC 130e or had unfamiliar routing this probably wouldn't have happened.

AFFIDAVIT

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 8 day of FEBRUARY, 2026 at P18 Airfield

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6)

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3)

PAGE 3 OF 3 PAGES

# SWORN STATEMENT

30

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

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| 1. LOCATION<br>(b)(3) 10 USC 130b                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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DATE (YYYYMMDD)<br>20260224                                                    | 3. TIME<br>1122                     | 4. FILE NUMBER |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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SSN<br>[REDACTED]                                                              | 7. GRADE/STATUS<br>(b)(3) 10 USC 13 |                |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 USC 130b -160th SOAR (Abn)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          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| <p>9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:</p> <p>The following is the transcription of an phone interview conducted by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Tuesday, 24 February 2026 at 1122 Pacific Time Zone.</p> <p>Q: Please describe the events surrounding (b)(3) 10 USC 130b involvement in a training exercise that took place o/a 04/05 February 2026.</p> <p>A: (b)(3) 10 USC 130b were in the Phoenix are for a Company UMT (b)(3) 10 USC 130b initially brought 5 helicopters for internal training. The first and second week of more iterative training, then culminating in an STX/FMP for 2 FMQ CE evaluations the last 3 or 4 days.</p> <p>Q: Please walk me through the events on Wednesday, 04 February 2026.</p> <p>A: (b)(3) 10 USC 130b were getting ready to do mountain training and during preflight (b)(3) 10 USC 130b. That on top of (b)(3) 10 USC 130b on a separate aircraft, and another aircraft (b)(3) 10 USC 130b coordination for a low boy (b)(3) 10 USC 130b, ongoing (b)(3) 10 USC 130b canceled that aircraft's flight. When (b)(3) 10 USC 130b, (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. Given (b)(3) 10 USC 130b had already had one aircraft with similar issues, (b)(3) 10 USC 130b knew (b)(3) 10 USC 130b would be submitting a MEC, and (b)(3) 10 USC 130b all leaning towards, without any info of a C17 at this point, low boying another aircraft.</p> <p>Q: What was the plan for moving MH60M (b)(3) 10 USC 130b from P18 to KPHX?</p> <p>A: That morning (b)(3) 10 USC 130b showed up, (b)(3) 10 USC 130b spoke with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, and (b)(3) 10 USC 130b decided (b)(3) 10 USC 130b need to do something, because (b)(3) 10 USC 130b understood there were essentially three options. 1: (b)(3) 10 USC 130b apply the MEC. Maybe it starts working or maybe (b)(3) 10 USC 130b fly it home, if everything goes well on the MEC. (b)(3) 10 USC 130b low boy it home, and the 3rd option, which (b)(3) 10 USC 130b don't think anybody thought was going to be so quick, was a C-17 arriving to STRAT it home. There was no decision at this point on which option (b)(3) 10 USC 130b would take but Papago not being C-17 capable there was a chance for a one time evacuation flight to an airfield that was capable.</p> <p>Q: What circumstances drove the decision to move the aircraft from P18 to KPHX on Thursday, 05 February 2026?</p> <p>A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with no update on the MEC, and (b)(3) 10 USC 130b had an understanding from a meeting (b)(3) 10 USC 130b had that morning for aircraft (b)(3) 10 USC 130b low boy conditions check, of potentially getting a C17. There was a window from the 5th to (b)(3) 10 USC 130b believe Saturday that the C-17 was available but, (b)(3) 10 USC 130b didn't know when it was landing, leaving, parking, or if this was the COA (b)(3) 10 USC 130b would be going with. That started the one time evacuation flight discussion (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. (b)(3) 10 USC 130b were later joined (b)(3) 10 USC 130b / (b)(6) / (b)(7)c: midway through the conversation, (b)(3) 10 USC 130b talked about what it would take to be comfortable to fly this aircraft. The higher topic od discussion was if (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. The emphasis on this from (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was it potentially leading to a (b)(3) 10 USC 130b in flight if (b)(3) 10 USC 130b do move the aircraft. With (b)(3) 10 USC 130b / (b)(6) / (b)(7)c support (b)(3) 10 USC 130b decided on incremental decisions being made. (b)(3) 10 USC 130b decided to see how much oil (b)(3) 10 USC 130b have, see if (b)(3) 10 USC 130b have the ability to flush it. (b)(3) 10 USC 130b started looking around locally for more oil because (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, which was only enough to (b)(3) 10 USC 130b. So (b)(3) 10 USC 130b settled on (b)(3) 10 USC 130b. So (b)(3) 10 USC 130b ran it up for about (b)(3) 10 USC 130b. After the (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had a deliberate conversation on the next step, and with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c decided against (b)(3) 10 USC 130b. (b)(3) 10 USC 130b currently had. (b)(3) 10 USC 130b decided to proceed (b)(3) 10 USC 130b which is typically the recommended MEC procedures (b)(3) 10 USC 130b. (b)(3) 10 USC 130b finished (b)(3) 10 USC 130b. (b)(3) 10 USC 130b didn't see anything significant, and then (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had texted (b)(3) 10 USC 130b shortly after that and asked about the comfortability of flying it over to Phoenix, which (b)(3) 10 USC 130b think everybody after the inspections was more comfortable flying that aircraft over to PHX, given it (b)(3) 10 USC 130b. By the time (b)(3) 10 USC 130b hit that point and after (b)(3) 10 USC 130b discussed do (b)(3) 10 USC 130b take out as much as possible in case the aircraft falls out of the sky (b)(3) 10 USC 130b. By the time we finish all the maintenance and all the conversations, (b)(3) 10 USC 130b, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. So (b)(3) 10 USC 130b were having a bunch of conversation. (b)(3) 10 USC 130b think at this point (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had spoken on the phone and wanted to push forward with moving the aircraft that night. Then there was the issue of no defuel capability at Papago, or at Phoenix that (b)(3) 10 USC 130b were tracking because Papago didn't have anybody there at the time.</p> |                                                                                   |                                     |                |
| 10. EXHIBIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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INITIAL S OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c |                                     | Page 1 of 4    |

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

9. STATEMENT (Continued)

Q: Several (b)(3) 10 USC 130b / (b)(6) / (b)(7)c mentioned duty day concerns in their original sworn statement. Did anyone consider asking for an extension?

A: Not to (b)(3) 10 USC 130b / (b)(6) / (b)(7)c knowledge, those conversations might have happened without (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. And (b)(3) 10 USC 130b / (b)(6) / (b)(7)c think all knew (b)(3) 10 USC 130b / (b)(6) / (b)(7)c should definitely move it over there in the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c we have which was definitely enough time.

Q: What was (b)(3) 10 USC 130b / (b)(6) / (b)(7)c understanding of the timeline of the C17 transport/parking at KPHX?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was to finish all the maintenance, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c going into the TOC, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c decided that the aircraft is moving tonight. And almost everybody was tasked out with some sort of coordination for parking, talking with Phoenix, to let (b)(3) 10 USC 130b / (b)(6) / (b)(7)c know that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c have a evacuation flight going on over there, where (b)(3) 10 USC 130b / (b)(6) / (b)(7)c going to park, but where the C17's going to stage, was kind of a question up in the air. So (b)(3) 10 USC 130b / (b)(6) / (b)(7)c think flash to bang, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c kind of had everything done in about an hour, hour and a half, maybe. As far as getting the equipment staged, inventory, looked at (b)(3) 10 USC 130b / (b)(6) / (b)(7)c don't remember who made the route, but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c there was a route already made for (b)(3) 10 USC 130b / (b)(6) / (b)(7)c go over there.

Q: Was it possible to fly (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to KPHX, conduct aircraft folding/prepare for strategic air load on Friday, 06 February 2026?

A: Friday was supposed to be a day off which (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were trying to protect as much as possible. Yeah (b)(3) 10 USC 130b / (b)(6) / (b)(7)c hindsight looking at it, definitely, but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c know that there was talks about, the C-17 landing that Friday and taking off after (b)(3) 10 USC 130b / (b)(6) / (b)(7)c load. So that was kind of the big unknown as far as when it's gonna land. So (b)(3) 10 USC 130b / (b)(6) / (b)(7)c moved forward with it getting over there and just being a little bit more proactive, given the situation.

Q: How much fuel did (b)(3) 10 USC 130b / (b)(6) / (b)(7)c require to dump in order to be in weight tolerance for the C17 transport?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c But (b)(3) 10 USC 130b / (b)(6) / (b)(7)c know when (b)(3) 10 USC 130b / (b)(6) / (b)(7)c took off, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had those conversations about (b)(3) 10 USC 130b / (b)(6) / (b)(7)c mentioned it in the toc before (b)(3) 10 USC 130b / (b)(6) / (b)(7)c the bird with pretty much all of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c there. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c talked about there's definitely no defuel, but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c need to move this bird tonight. then (b)(3) 10 USC 130b / (b)(6) / (b)(7)c all decided (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would dump gas, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c just left it at that.

Q: Did (b)(3) 10 USC 130b / (b)(6) / (b)(7)c consider transferring fuel into the auxiliary fuel tanks for to reduce the weight distribution on the aircraft tail?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were sitting at around (b)(3) 10 USC 130b / (b)(6) / (b)(7)c I think it was above (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. But (b)(3) 10 USC 130b / (b)(6) / (b)(7)c don't think that got mentioned if (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. It might have without (b)(3) 10 USC 130b / (b)(6) / (b)(7)c but it was more a maintenance consideration. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c don't think anybody thought that far ahead.

Q: Do (b)(3) 10 USC 130b / (b)(6) / (b)(7)c know how much fuel (b)(3) 10 USC 130b / (b)(6) / (b)(7)c actually dumped enroute to KPHX/What fuel level were (b)(3) 10 USC 130b / (b)(6) / (b)(7)c trying to reach?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c don't remember the exact number but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c or something (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were at, somewhere around there. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were definitely below the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c.

Q: What altitude was the aircraft at when (b)(3) 10 USC 130b / (b)(6) / (b)(7)c initiated the fuel dump? Do (b)(3) 10 USC 130b / (b)(6) / (b)(7)c remember what the radar altimeter readout in the rear (b)(3) 10 USC 130b / (b)(6) / (b)(7)c area read?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c don't remember a specific altitude. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c And then with all the traffic in the area, there was just a lot going on. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c It was more like hilled or not populated, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c all forgot about dumping fuel, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c.

Q: Do (b)(3) 10 USC 130b / (b)(6) / (b)(7)c agree with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c findings that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were between approximately (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and approximately (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on (b)(3) 10 USC 130b / (b)(6) / (b)(7)c route while conducting the fuel dump?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would definitely say (b)(3) 10 USC 130b / (b)(6) / (b)(7)c is somewhere around (b)(3) 10 USC 130b / (b)(6) / (b)(7)c is what (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would have guessed. Given some of the hills and stuff (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would have been one of the lowest. Yeah, because there were definitely some higher hills (b)(3) 10 USC 130b / (b)(6) / (b)(7)c.

Q: Do (b)(3) 10 USC 130b / (b)(6) / (b)(7)c recall at what point in the flight (b)(3) 10 USC 130b / (b)(6) / (b)(7)c established communications with KPHX tower? Did they provide airfield weather data to include an altimeter setting?

A: (b)(3) 10 USC 130b / (b)(6) / (b)(7)c do not remember that.

Q: Did (b)(3) 10 USC 130b / (b)(6) / (b)(7)c conduct (b)(3) 10 USC 130b / (b)(6) / (b)(7)c brief prior to departure to discuss the known complexities of the flight and distribute (b)(3) 10 USC 130b / (b)(6) / (b)(7)c workload? Can (b)(3) 10 USC 130b / (b)(6) / (b)(7)c describe what was discussed?

A: It was a little bit of both and more expectations (b)(3) 10 USC 130b / (b)(6) / (b)(7)c knew (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were going to do this, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c talked about it in the TOC and at the aircraft, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c believe on the APU. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was looking at the diagram showing (b)(3) 10 USC 130b / (b)(6) / (b)(7)c where (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were landing, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c think at one point, they still kind of took (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to the wrong area where (b)(3) 10 USC 130b / (b)(6) / (b)(7)c initially landed. So, it was kind of difficult to get to where (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were actually gonna go.

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Page 2 of 4

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 20260224

## 9. STATEMENT (Continued)

**(b)(3) 10 USC 130b / (b)(6) / (b)(7)c**

Q: Is there any additional information we have not covered in our discussion that you find relevant?

A: <sup>(b)(3) 10 USC</sup> the whole situation for the day of, <sup>(b)(3) 10 USC 130b</sup> everything was actually handled extremely professionally, down to the conversation <sup>(b)(3) 1</sup> had with <sup>(b)(3) 1</sup> were even talking with <sup>(b)(3) 1</sup> back at the house. Everything was just incremental decisions. And it actually ate a lot of <sup>(b)(3) 1</sup> r day away, just trying to get this to the safest possible point where <sup>(b)(3) 10 USC 130b /</sup> is comfortable flying this aircraft. And <sup>(b)(3) 10 US</sup> when a C-17 got tossed up in the air, and all the unknowns with when it was landing and everything <sup>(b)(3) 10 USC</sup> that escalated the rapid decision making process <sup>(b)(3) 1</sup> had in those last couple hours.

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC

Page 3 of 4



**AFFIDAVIT**

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 4. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

*(Signature of Person Making Statement)*

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 24 day of February, 2026 at (b)(3) 10 USC 130b.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

*(Signature of Person Administering Oath)*

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

*(Typed Name of Person Administering Oath)*

Investigating Officer

*(Authority To Administer Oaths)*

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

# SWORN STATEMENT

34

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                                                |                                |                                     |                       |
|--------------------------------------------------------------------------------|--------------------------------|-------------------------------------|-----------------------|
| 1. LOCATION<br>P18 Airfield                                                    | 2. DATE (YYYYMMDD)<br>20260207 | 3. TIME<br>1900                     | 4. FILE NUMBER<br>N/A |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | 6. SSN<br>[REDACTED]           | 7. GRADE/STATUS<br>(b)(3) 10 USC 13 |                       |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 USC 160th SOAR (Abn)                   |                                |                                     |                       |

9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Q: Walk me through the events and planning leading up to the one time flight of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on 05FEB26 from (b)(3) 10 USC 130b / (b)(6) / (b)(7)c?

Show time was at 1200, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c discussed a one-time maintenance flight with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c comfortability. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were still waiting on the MEC approval and had a deliberate discussion on if (b)(3) 10 USC 130b / (b)(6) / (b)(7)c what actions do (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. The MEC did get approved but does not give authorization to one-time fly, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c decided to remove the grounding condition, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were approaching (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, then had a discussion with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c about a flight to KPHX, including the aircraft weight and the fuel quantity for load on to the STRAT. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c got the MAW approved by the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and took off en route to KPHX

Q: What happened during the flight?

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c were trying to figure out the pad (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were going to at KPHX. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c checking (b)(3) 10 USC 130b / (b)(6) / (b)(7)c up front (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were checking for other traffic, looking at the airfield, monitoring for (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c all seemed (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were given the wrong spot initially but did get the right parking.

Q: What actions were taken after the flight?

When at the FBO someone was asking to talk with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c got on the phone, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c hear any of the conversation but (b)(3) 10 USC 130b / (b)(6) / (b)(7)c said it was someone from the city asking about fuel from (b)(3) 10 USC 130b / (b)(6) / (b)(7)c aircraft.

|                  |                                                                                  |                   |
|------------------|----------------------------------------------------------------------------------|-------------------|
| 10. EXHIBIT<br>2 | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | PAGE 1 OF 3 PAGES |
|------------------|----------------------------------------------------------------------------------|-------------------|

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT P18 Airfield DATED 20260207

9. STATEMENT (Continued)

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Did any of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c note the altitude?

(b)(3) 10 USC 130b at one point (b)(3) 10 USC 130b were asked (b)(3) 10 USC 130e by tower other than that (b)(3) 10 USC 130b dont remeber

Q: If (b)(3) 10 USC 130b had to do it again, would (b)(3) 10 USC 130b do anything different?

(b)(3) 10 USC 130b, (b)(6) / (b)(7)c yes, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c deliberately discussed a lot of the safty considerations for the (b)(3) 10 USC 130b but probably should have pushed to the next day. (b)(3) 10 USC 130b have confirmed altitude. (b)(3) 10 USC 130b could have waited a day and defueled, possibly calling to have a truck come to the flight line from somewhere else if needed. Deliberate conversations were had and (b)(3) 10 USC 130b the smaller details were not overlooked but implied when the priority came to recovering the aircraft and the safety of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c.

-----Nothing Follows-----

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 130b

PAGE 2 OF 3 PAGES

9. STATEMENT (Continued)

-----NOTHING ON THIS PAGE-----

AFFIDAVIT

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 8 day of FEBRUARY, 2026 at P18 Airfield

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

(b)(3) 10 USC USA

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC 13

PAGE 3 OF 3 PAGES



# SWORN STATEMENT

37

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

**ROUTINE USES:** Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                                                |                                |                                      |                |
|--------------------------------------------------------------------------------|--------------------------------|--------------------------------------|----------------|
| 1. LOCATION<br>(b)(3) 10 USC 130b                                              | 2. DATE (YYYYMMDD)<br>20260224 | 3. TIME<br>1552                      | 4. FILE NUMBER |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | 6. SSN<br>[REDACTED]           | 7. GRADE/STATUS<br>(b)(3) 10 USC 130 |                |
| 8. ORGANIZATION OR ADDRESS<br>(b)(3) 10 USC 160th SOAR (Abn)                   |                                |                                      |                |

9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

The following is the transcription of an interview conducted by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Tuesday, 24 February 2026 at 1552 Pacific Time Zone.

Q: Please describe the events surrounding (b)(3) 10 USC involvement in a training exercise that took place o/a 04/05 February 2026.

A: It was 2 weeks of iterative training, doing back to basics type stuff, LVRs, hoist, fast rope, stuff like that. Gunnery, each week, and it was a repeat of the 1st week to the 2nd week with different groups of people. And then towards the end of the second week and into the third week, they did an STX.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e

Q: Has there been any retraining or CAFRS actions conducted as a result of the incident?

A: (b)(3) 10 USC a commander's investigation. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c commander's investigation complete with the recommendation that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (b)(3) 10 USC 130b / (b)(6) / (b)(7)c hat's the 3 entries (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Is there any additional information (b)(3) 10 USC have not covered in our discussion that (b)(3) 10 USC find relevant?

A: With the communication piece (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. Whenever these events happen, just take pause and let whoever the commander is on the ground, if it is (b)(3) 10 USC 130b / (b)(6) / (b)(7)c pr not, and consult the safety and stands on the related areas, then move forward in a proper way after that. Just using the resources available to make the right decision and let (b)(3) 10 USC know what's going on (b)(3) 10 USC 130b / (b)(6) / (b)(7)c can keep a finger on the pulse and formulate training accordingly.

|             |                                                                                  |             |
|-------------|----------------------------------------------------------------------------------|-------------|
| 10. EXHIBIT | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | Page 1 of 3 |
|-------------|----------------------------------------------------------------------------------|-------------|

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 202602249. STATEMENT *(Continued)*

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10 USC

Page 2 of 3



**AFFIDAVIT**

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 26 day of February, 2026 at (b)(3) 10 USC 130b.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

Investigating Officer

(Authority To Administer Oaths)

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

# SWORN STATEMENT

40

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

**PRINCIPAL PURPOSE:** To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

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**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                                                |                                |                                     |                |
|--------------------------------------------------------------------------------|--------------------------------|-------------------------------------|----------------|
| 1. LOCATION<br>(b)(3) 10 USC 130b                                              | 2. DATE (YYYYMMDD)<br>20260224 | 3. TIME<br>1420                     | 4. FILE NUMBER |
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | 6. SSN<br>[REDACTED]           | 7. GRADE/STATUS<br>(b)(3) 10 USC 13 |                |

8. ORGANIZATION OR ADDRESS  
(b)(3) 10 -160th SOAR (Abn)

9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

The following is the transcription of an interview conducted by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Tuesday, 24 February 2026 at 1420 Pacific Time Zone.

Q: Please describe the events surrounding (b)(3) 10 USC involvement in a training exercise that took place o/a 04/05 February 2026.

A: (b)(3) 10 USC were doing multiple different trainings, getting guys qualified their cruise serve weapons, the mini guns, and then also doing other things like hoist training, and then an STX at the end. So basically just getting guys qualified in the environment and then STX at the end.

Q: Can (b)(3) 10 USC explain (b)(3) 10 USC role during the exercise?

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Did (b)(3) 10 USC participate in any of the coordination for the repositioning of (b)(3) 10 USC from P18 to KPHX?

A: Yes, sir (b)(3) 10 USC Phoenix Tower and (b)(3) 10 USC 130b, (b)(6) / (b)(7)c call sign that (b)(3) were going to be using and that (b)(3) were doing a one time flight over to their airfield so (b)(3) can get that bird over there and get it strat'd out. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to Phoenix Ops. And then every day while (b)(3) were there, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c Papago our flight schedule so (b)(3) could deconflict since it's such a small heliport.

Q: Were (b)(3) 10 USC tracking the aircraft via radio or any other means on Thursday, 05 February 2026?

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

Q: Did the TOC receive any communication from local authorities following (b)(3) 10 USC repositioning to KPHX?

A: No, (b)(3) 10 USC get any call from anybody else.

Q: Is there any additional information we have not covered in our discussion that you find relevant?

A: No.

-----Nothing Follows-----

|             |                                                                                  |             |
|-------------|----------------------------------------------------------------------------------|-------------|
| 10. EXHIBIT | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | Page 1 of 4 |
|-------------|----------------------------------------------------------------------------------|-------------|

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 202602249. STATEMENT *(Continued)*

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 2 of 4

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 130b / (b)(6) / (b)(7)c TAKEN AT (b)(3) 10 USC 130b DATED 202602249. STATEMENT *(Continued)*

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 3 of 4



STATEMENT OF

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

TAKEN AT

(b)(3) 10 USC 130b

DATED

43  
20260224

## AFFIDAVIT

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 4. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 26 day of February, 2026 at (b)(3) 10 USC 130b.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Signature of Person Administering Oath)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

Investigating Officer

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 4 of 4

# SWORN STATEMENT

44

For use of this form, see AR 190-45; the proponent agency is PMG.

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

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**DISCLOSURE:** Disclosure of your SSN and other information is voluntary.

|                                                  |                                |                 |                |
|--------------------------------------------------|--------------------------------|-----------------|----------------|
| 1. LOCATION<br>Brown Compound, Fort Campbell, KY | 2. DATE (YYYYMMDD)<br>20260225 | 3. TIME<br>1007 | 4. FILE NUMBER |
|--------------------------------------------------|--------------------------------|-----------------|----------------|

|                                                                                |                      |                                      |
|--------------------------------------------------------------------------------|----------------------|--------------------------------------|
| 5. LAST NAME, FIRST NAME, MIDDLE NAME<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | 6. SSN<br>[REDACTED] | 7. GRADE/STATUS<br>(b)(3) 10 USC 130 |
|--------------------------------------------------------------------------------|----------------------|--------------------------------------|

8. ORGANIZATION OR ADDRESS  
(b)(3) 10 USC 160th SOAR (Abn)

9. I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

The following is the transcription of a phone interview conducted by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, the current (b)(3) 160th SOAR (Abn) (b)(3) 10 USC 130b / (b)(6) / (b)(7)c on Wednesday, 25 February 2026.

Q: Please describe the circumstances that would cause an aircrew the need to jettison fuel in an MH60M?

A: There are three primary instances that would require the need to jettison fuel:

- The first instance would be if the aircraft encountered an emergency procedure (such as a single engine failure) where because of the excessive weight and reduced performance from only one functioning engine would require the pilot in command to reduce weight such as fuel to save the aircraft.

- The second instance would be the need to reduce fuel going into a target on a "real world" or "training" mission. This would primarily occur if (b)(3) 1 took too much fuel during HAAR (helicopter air-to-air refueling) or if environmental conditions changed at the target which reduced our aircraft's performance. There have been a number of times where (b)(3) 10 USC been required to dump fuel on combat or training missions to ensure that (b)(3) 1 do not exceed the aircraft's performance capabilities and potentially have a catastrophic incident. (b)(3) 10 typically operate (b)(3) 10 aircraft at the limit of of (b)(3) 10 performance capabilities and (b)(3) 1 always prefer to have the maximum amount of fuel possible to provide support to the ground force.

- The third instance would be to prepare an aircraft for transport via a C-17 or C-5. The amount of fuel that (b)(3) 1 can have during this type of transport is limited in order to ensure our aircraft is not above the maximum transport weight of the C-17 or C-5. Removing fuel for this type of transport would be normally by defuel on the ground or by just flying the aircraft until the fuel is reduced to the required amount. A last resort would be to jettison the fuel in flight if (b)(3) 1 were in a hasty or time sensitive situation that necessitated this.

Q: Can you explain the process or steps for conducting a fuel jettison from (b)(3) 10 USC 130b / (b)(6) / (b)(7)c perspective?

(b)(3) 10 USC 130e

In order to intentionally jettison fuel in a MH60M (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and ensure (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would then raise the guard of the FUEL DUMP switch and press and hold the FUEL DUMP switch until the fuel dump is complete. As fuel is jettisoned, a green DUMP light illuminates to assist in monitoring the fuel dump. Once at the desired the fuel state, (b)(3) 10 USC 130 release the FUEL DUMP switch and lower the guard over this switch.

Q: Is there any additional information (b)(3) 10 feel is relevant for this discussion that you can provide?

A: The capability to jettison fuel is very important to have for both combat and training missions. (b)(3) 10 must ensure to follow proper procedures and applicable regulations as this capability is exercised.

|             |                                                                                  |             |
|-------------|----------------------------------------------------------------------------------|-------------|
| 10. EXHIBIT | 11. INITIALS OF PERSON MAKING STATEMENT<br>(b)(3) 10 USC 130b / (b)(6) / (b)(7)c | Page 1 of 3 |
|-------------|----------------------------------------------------------------------------------|-------------|

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.



USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3) 10 USC 1305 / (b)(6) / (b)(7)c TAKEN AT Brown Compound, Fort Campbell,  
KY DATED 20260225

9. STATEMENT (Continued)

INITIALS OF PERSON MAKING STATEMENT

(b)(3) 10

Page 2 of 3

**AFFIDAVIT**

I, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

*(Signature of Person Making Statement)*

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 25 day of February, 2026 at Brown Compound, Fort Campbell, KY.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

*(Signature of Person Administering Oath)*

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

*(Typed Name of Person Administering Oath)*

ORGANIZATION OR ADDRESS

Investigating Officer

*(Authority To Administer Oaths)*

ORGANIZATION OR ADDRESS



(b)(3) 10 USC § 130e

(b)(3) 10 USC § 130e

(b)(3) 10 USC § 130e



(b)(3) 10 USC § 130e

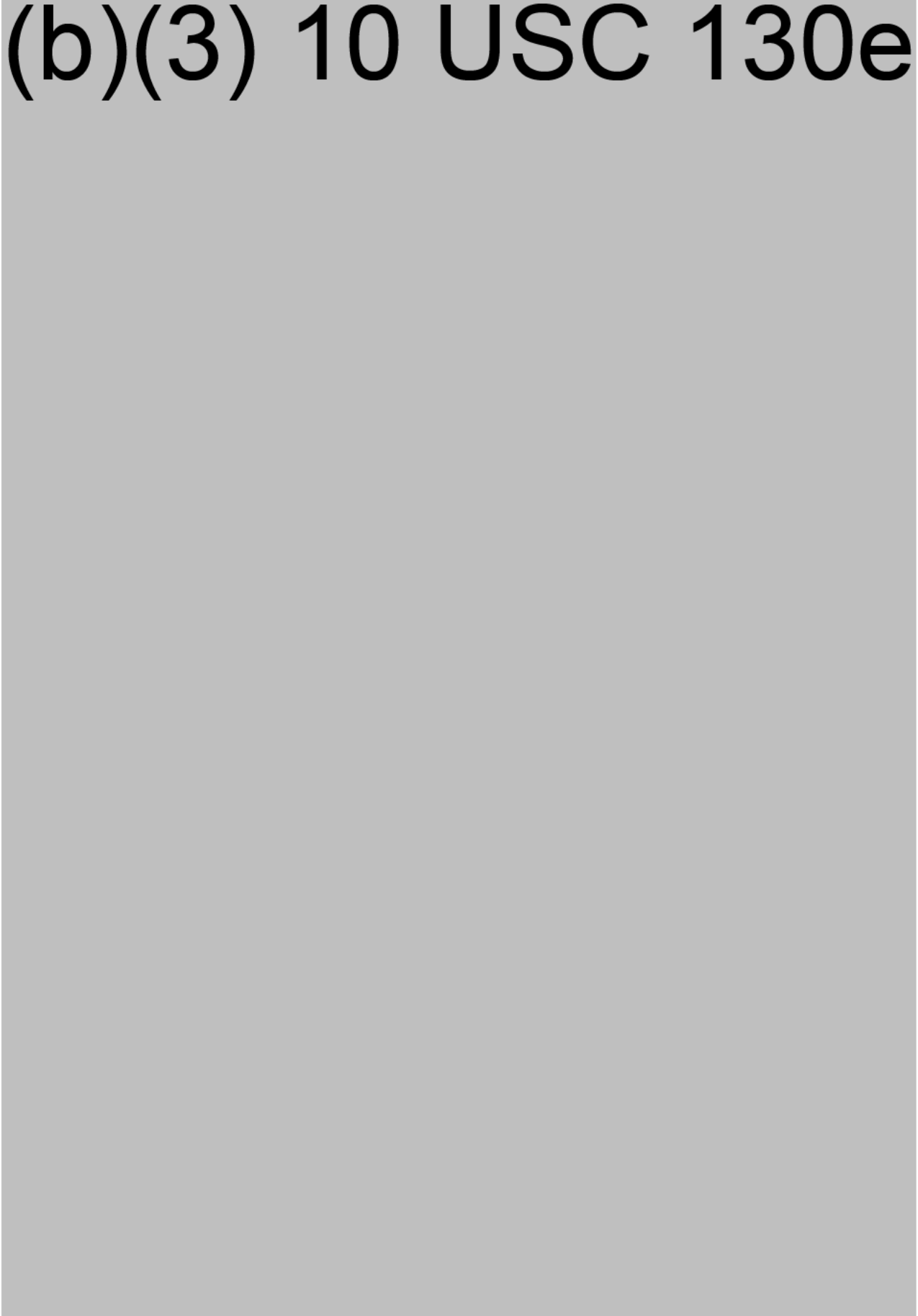
(b)(3) 10 USC § 130e

(b)(3) 10 USC § 130e, (b)(3) 10 USC § 130b





(b)(3) 10 USC 130e



(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c



(b)(3) 10 USC 130e



(b)(3) 10 USC 130e

(b)(3) 10 USC 130e





(b)(6) / (b)(7)c

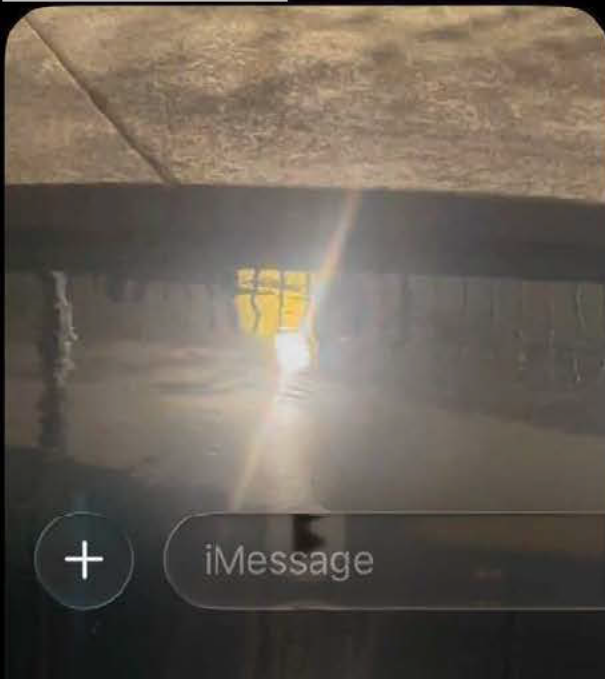




iMessage  
Today 10:14 PM



(b)(6) / (b)(7)c



iMessage









(b)(6) / (b)(7)c

(b)(6) / (b)(7)c











**DEPARTMENT OF THE ARMY**  
 (b)(3) 10 USC 130b  
 160TH SPECIAL OPERATIONS AVIATION REGIMENT (AIRBORNE)  
 (b)(3) 10 USC 130b / (b)(6)  
 JBLM, WA 98433

AOAV- (b)(3) 10 USC 130b

08 February 2026

MEMORANDUM FOR (b)(3) 10 USC 130b / 160<sup>th</sup> SOAR (Abn) (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

SUBJECT: Findings and Recommendations, Commander's Investigation, Incident Involving Aircraft (b)(3) 10 USC 130b

1. References.

- a. Appointment dated 07FEB26.
- b. Army Regulation (AR) 15-6, Procedures for Administrative Investigations and Boards of Officers.
- c. TM 1-1520-MH-60M-10 (MH60M Technical Manual)

2. Background. On 07 February 2026 I was appointed to conduct an inquiry into the incident involving the flight of aircraft (b)(3) 10 USC 130b from Papago (P18) to Phoenix International (KPHX).

3. Summary. (b)(3) 10 USC 130b / (b)(6) / (b)(3) 10 USC 130b of (b)(3) 10 USC 130b conducted a deliberate assessment to determine if aircraft (b)(3) 10 USC 130b was safe to conduct a one-time flight to KPHX. During the flight on 05FEB25, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130b and failed to ensure they had adequate altitude for safe fuel dumping.

4. Facts.

- a. On 04FEB26 aircraft (b)(3) 10 USC 130b was discovered to (b)(3) 10 USC 130b at Papago Army Heliport (P18). (b)(3) 10 USC 130b and the aircraft was grounded. (EXHIBIT 1)
- b. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c local time to begin maintenance. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c local time. (EXHIBIT 1,2,3)
- c. On 05FEB26 the TOC was notified that a C17 was available for use to evacuate (b)(3) 10 USC 130b back (b)(3) 10 USC 130b. Coordination began with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and Jackson Jet Center at Pheonix International (KPHX). (EXHIBIT 1)
- d. The maintenance crew discussed what conditions would need to be met to conduct a one-time flight of (b)(3) 10 USC 130b from P18 to Phoenix International Airport (KPHX),

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SUBJECT: Findings and Recommendations, Commander's Investigation, Incident Involving Aircraft (b)(3) 10 USC 130c

(b)(3) 10 USC 130e . (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(EXHIBIT 1,2,3)

e. The maintenance team deliberately assessed each task and test to ensure the aircraft would be safe to fly and ultimately felt comfortable flying the aircraft. After each step in the process, (b)(3) 10 USC 130b / (b)(6) had conversations about comfortability of flight, and the next steps to take to determine the safety of a one-time maintenance flight. (EXHIBIT 1,2,3)

f. As the day progressed, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c felt rushed to get (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to KPHX. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were approaching the end of their duty day, and each member (b)(3) 10 USC 130b / (b)(6) / (b)(7)c felt determined to accomplish the task at hand. (EXHIBIT 1,2,3)

g. It was understood that no defuel capability had been coordinated at P18 or KPHX, but the aircraft had excess fuel to be loaded on to a C17. (EXHIBIT 1,2,3)

h. There was not a conversation with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, about needing to dump fuel. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c believed that there was an understanding with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, that there would be a need to dump fuel since no defuel capability had been coordinated. (EXHIBIT 1,4)

i. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had a plan to fly (b)(3) 10 USC 130e to dump fuel but was quickly given alternate routing by KPHX tower, specifically the Helo-One – 101 transition. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c attempting to navigate the airspace and manage (b)(3) 10 USC 130e function. (EXHIBIT 1,2,3)

j. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c adjusted his maps and worked to understand the route given to them, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c maintained airspace surveillance in the busy airspace (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was also (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(EXHIBIT 1,2)

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

l. After finding the prescribed routing, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c asked if they needed to dump fuel still. Everyone in (b)(3) 10 USC 130b / (b)(6) believed they were (b)(3) 10 USC 130e, not populated areas, and began to dump fuel at approximately (b)(3) 10 USC 130e and through the next (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c said (b)(3) 10 USC 130e observed positive fuel dump, and

AOAV- (b)(3) 10 USC 130b

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(b)(3) 10 USC 130e

. (EXHIBIT 1,2,3)

m. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c believed they had enough altitude above the ground that there would be no negative impacts to the surface from dumping fuel. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were not dumping fuel on populated areas. (EXHIBIT 1,2,3)

n. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c noted there was (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were not expecting along the route. (EXHIBIT 1,3)

o. P18 (departure airfield) is at (b)(3) 10 USC 130e and KPHX (arrival airfield) is at an altitude of (b)(3) 10 USC 130e. This puts aircraft (b)(3) 10 USC 130e during fuel dumping. No (b)(3) 10 USC 130b / (b)(6) / (b)(7)c noted their AGL altitude during fuel dumping. (b)(3) 10 USC 130e did note the MSL initial altitude (b)(3) 10 USC 130e and the subsequent assigned altitude of (b)(3) 10 USC 130e. (EXHIBIT 5,7)

(b)(3) 10 USC 130e

q. After landing, the FBO at Jackson Jet center said an official from Tempe was on the phone and wanted to know if there was a maintenance problem with the aircraft. The Tempe fire department said they had received reports of fuel falling on vehicles. (EXHIBIT 1,2,3,8,9)

(b)(3) 10 USC 130e

s. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c then notified (b)(3) 10 USC 130b / (b)(6) / (b)(7)c of the phone call, and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c briefed (b)(3) 10 USC 130b / (b)(6) / (b)(7)c upon returning to the (b)(3) 10 USC 130e TOC at P18. (EXHIBIT 1,2)

t. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c noted the complexity of everything that was occurring simultaneously: being towards the end of the duty day, (b)(3) 10 USC 130e This all added excess stress and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to the flight. (EXHIBIT 1,2,3)

u. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c said if (b)(3) 10 USC 130e had to execute the same thing again, there are changes (b)(3) 10 USC 130e would make. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would have pushed to conduct the flight a different day and execute during the day with a specific route for



AOAV- (b)(3) 10 USC 130b

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dumping fuel, and a separate route for the arrival procedures to KPHX. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c  
 would have wanted the whole crew on the same duty day and (b)(3) 10 USC 130e  
 from KPHX, would have requested to exit the airspace to (b)(3) 10 USC 130e  
 for fuel dumping. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c would recommend waiting until another  
 day and continue looking for defuel capability to negate the need to dump fuel.  
 (EXHIBIT 1,2,3)

5. Findings. Based on the facts presented above, I make the following findings:

a. **What occurred?** Aircraft (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

felt comfortable with a one-time flight to KPHX to position  
 it for C17 load. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c departed under (b)(3) 10 USC 130e

and working to comply with tower's instructions, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c dumped fuel to  
 be compliant with C17 loading requirements. Fuel dumping occurred between  
 approximately (b)(3) 10 USC 130e After landing (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was notified  
 by the Tempe, AZ officials that fuel had been dumped on a residential area.

b. **What events led to the incident?** (b)(3) 10 USC 130b / (b)(6) / (b)(7)c conducted deliberate tests to  
 determine safety of the one-time flight. Approaching the end of the maintenance test  
 (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, there was a perceived rush to move the aircraft to KPHX. In flight, (b)(3) 10 USC 130e  
 , adhering to  
 tower's instructions, (b)(3) 10 USC 130e  
 and fuel was dumped over a residential area. (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c  
 the AGL altitude of the  
 aircraft during dumping. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c did believe that (b)(3) 10 USC 130e were high  
 enough for safe fuel dumping, that they were not over a populated area, and that the  
 fuel was atomizing before reaching the ground.

c. **What were some of the time-pressing dynamics involved with the flight?**  
 The maintenance test pilots were approaching the end of their duty day. Given the  
 (b)(3) 10 USC 130e

. There was pressure to  
 execute the C17 load on 06FEB26 from both the KPHX operations, saying that (b)(3) 10 USC 130e  
 only had a parking space for one night, and from the C17 crew requesting load on  
 06FEB26. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, expressing the "typical" Nightstalker mentality, were determined  
 to accomplish the task with the time and circumstances that they had.

d. **What were** (b)(3) 10 USC 130b / (b)(6) / (b)(7)c **actions during the flight?** (b)(3) 10 USC 130b / (b)(6) / (b)(7)c worked to (b)(3) 10 USC 130e

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(b)(3) 10 USC 130e. They dumped fuel over what appeared to be a non-residential area. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

**e. What, if any, requirements, regulations, and/or publications were violated during the flight?** (b)(3) 10 USC 130b / (b)(6) / (b)(7)c went against a note in the MH60M Technical Manual (TM) stating (b)(3) 10 USC 130e

(b)(3) 10 USC 130e There were no found regulations regarding fuel dumping from an aircrew perspective. FAA Order 7110.65 gives guidance for air traffic controllers regarding intentional fuel dump and discusses using alternating routing if required, and assigning an altitude (b)(3) 10 USC 130e of the route to be flown.

**f. What failures amongst (b)(3) 10 USC 130b / (b)(6) / (b)(7)c occurred that resulted in the outcome of the incident?** (b)(3) 10 USC 130b / (b)(6) / (b)(7)c felt rushed to accomplish mission when the final call was made to fly (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to KPHX. Being an (b)(3) 10 USC 130b / (b)(6) / (b)(7)c could have provided alternate courses of action, which (b)(3) 10 USC 130b / (b)(6) / (b)(7)c discussed during interviews as lessons learned. These include flying the following day, delaying until defuel could be completed, or flying a specific defuel route before entering Phoenix's airspace. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c could have made any of these recommendations to (b)(3) 10 USC 130b / (b)(6) / (b)(7)c failed to recognize the populated areas throughout their flight route depicted by (b)(3) 10 USC 130e

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c which are shown in the aircraft. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c failed to check their AGL altitude during fuel dumping, and to ensure that they maintained the correct altitude in accordance with the note in the MH60M TM regarding intentional fuel dumping.

6. Recommendations. Based on my findings, I make the following recommendations:

(b) (5), (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

AOAV- (b)(3) 10 USC 130b

SUBJECT: Findings and Recommendations, Commander's Investigation, Incident Involving Aircraft (b)(3) 10 USC 130a

(b) (5)

c. I recommend we submit a new block added in the MAW to address *intentional* fuel dumping should something like this happen again. Then PC would have to explain their plan for fuel dumping throughout the briefing and approving process. I recommend this be added in the discussion section, under aircraft configuration, and discuss current fuel state.

7. The POC for this memorandum is the undersigned at (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c @socom.mil.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

9 Encls

1. Exhibit 1
2. Exhibit 2
3. Exhibit 3
4. Exhibit 4
5. Exhibit 5
6. Exhibit 6
7. Exhibit 7
8. Exhibit 8
9. Exhibit 9







(b)(3) 10 USC 130e

















**DEPARTMENT OF THE ARMY**  
**HEADQUARTERS, 160TH SPECIAL OPERATIONS AVIATION REGIMENT (AIRBORNE)**  
**7277 NIGHTSTALKER WAY**  
**FORT CAMPBELL KY 42223-6012**

AOAV (b)(3) 10 USC 1306

01 January 2026

**MEMORANDUM FOR RECORD**

**SUBJECT:** (b)(3) /160<sup>th</sup> SOAR (Abn) Mission Briefing Officers and Mission Approval Authorities

**1. References.**

- a. AR 95-1 (Flight Regulations), 22 March 2018
- b. USASOC Supplement 1 to AR-95-1, 01 September 2018
- c. USASOC 385-1 (USASOC Safety Program), 3 October 2017
- d. ARSOA 3-04.11 (CDR's Aviation Training and Standardization Program), 7 June 2023

2. The following individuals are designated Special Operations Aviation (SOA) Mission Briefing Officers (MBO)/Mission Approval Authority (MAA) in combat and garrison IAW ARSOA 3-04.11 Chapter 7 and other listed references. These officers have completed the 160<sup>th</sup> SOAR (Abn) Mission Briefing / Mission Approval Authority Educational Module.

(b)(3) 10 USC 1306 / (b)(6) / (b)(7)c



AOAV- (b)(3) 10 USC 130b

SUBJECT: (b)(3) 7160<sup>th</sup> SOAR (Abn) Mission Briefing Officers and Mission Approval Authorities

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c



\* Delegated Company Commander approval for Low-Risk Final Approval Authority for Officers in Charge of training away from home station.

\*\* Medium-Risk approval authority when on BN Assumption of Command orders or in accordance with paragraph 4b and 6 of this memorandum.

\*\*\* Approval/Risk Authority only exist for SOAR maintenance test flights or MTP/ME training and evaluation flights.

AOAV- (b)(3) 10 USC 1306

SUBJECT: (b)(3) /160<sup>th</sup> SOAR (Abn) Mission Briefing Officers and Mission Approval Authorities

MTF – Authority to brief only Maintenance Test Flights or for the MDS in which they are current.

SB – Self Briefing authority granted by Battalion Commander

GROUND – Non aviation activities. E.g. ground FARPs, ranges, or any ground activities requiring a DRAW.

3. Mission Briefing Officer/Mission Approval Authority Training. All MBO/MAA will complete the 160<sup>th</sup> SOAR (Abn) Mission Briefing/Mission Approval Authority Educational module through TDSC. The MBO/MAA educational module will be conducted with the guidance of an Aviation Safety Officer or SP who has also completed the training. Completion of this training will be documented in CAFRS on the DA FORM 7120-R, DA FORM 7120-3, and DA FORM 7122-R-E. Furthermore, the MBO/MAA educational module will be reviewed annually as part of your APART requirements by all MBO and MAA within the Regiment. Completion of this review will be documented in CAFRS IAW the 160<sup>th</sup> SOAR (Abn) MBO/MAA Training Policy MFR dated 27 June 2022.

#### 4. Mission Approval Authorities.

a. Per AR 95-1, final approval authorities are based on levels of command and not rank. 160<sup>th</sup> SOAR (Abn) Company Commanders and below are designated Low-Risk Final Mission Approval Authorities. SOAR (Abn) Battalion Commanders, or designated aviation officers on battalion assumption of command orders are the Final Mission Approval Authority for moderate risk missions. Commander, 160<sup>th</sup> SOAR (Abn) or designated aviation officers on Regiment assumption of command orders, are the sole Final Mission Approval Authority for high-risk missions. Extremely high-risk Final Mission Approval Authority lies with the first General Officer in the chain of command.

b. Combat / Tactical Operations. Final Mission Approval Authority per ARSOA 3-04.11 para 7-21.

#### 5. Mission Briefing Officers.

a. This command designates that all Mission Briefing Officers that are qualified in the Rotary Wing (RW) Special Operations Aviation (SOA) mission profiles and designated pilot-in-command, can brief all RW SOA mission profiles in which they are qualified and current, regardless of risk level. RW SOA mission profiles are designated as RW Assault and RW Fires. In order to brief a mission that consists of both RW SOA mission profiles, the MBO must be qualified and current in both profiles or an MBO from each profile must brief the respective portion of the mission and sign the Residual Risk Worksheet. Additionally, mission briefing officers must be qualified and current in the task and/or environment in which they are briefing.

b. Maintenance Test Flights are excluded from this requirement. Maintenance Test Flights will not be seen as a separate mission profile and any officer designated as a briefer is authorized to brief these flights provided, they are qualified and current in the MDS or a qualified and current MTP in any 160<sup>th</sup> SOAR (Abn) MDS. Individuals listed as MTF MBOs are only authorized to brief maintenance test flights or MTP/ME training and evaluation flights.

c. SOA Unmanned Aircraft Systems (UAS) MBOs are leaders designated by the commander. If the designated individual is a UAS Operator, they will be a qualified and current aircraft commander (AC). UAS MBO's can brief all SOA UAS mission profiles.



AOAV- (b)(3) 10 USC 130b

SUBJECT: (b)(3) /160<sup>th</sup> SOAR (Abn) Mission Briefing Officers and Mission Approval Authorities

d. The Mission Briefing Officer will review the detailed planning, risk assessment, and risk mitigation by (b)(3) 10 USC 130b / (b)(6) / (b)(7) (IAW ARSOA 3-04.11 para 7-2). Interaction between the pilot in command (PC), the Air Mission Commander (AMC) and the briefer is paramount to identify, assess, and mitigate risk for the mission.

6. Maintenance Evacuation Flights. A maintenance evacuation flight is defined as flight operations involving an aircraft status grounding X downgrade to Circle X for a one-time flight. Final Mission Approval Authority CONUS for this is the Battalion Commander or designated aviation officer on battalion assumption of command orders. Company ATP commanders designated with "MEF" will also have CONUS MEF approval authority delegated from the BN CDR but will notify the commander as soon as possible. Combat / Tactical Operation MEF approval authority will reside with the O-4 Commander Moderate risk approval authority. This authority cannot be delegated below the O-4 pay grade. It is the responsibility of the briefing authority to ensure that the urgency of the situation and environmental considerations justify the risk accepted when conducting a one-time maintenance evacuation flight.

7. Authorization for self-briefing. Designation of self-briefing authority will be in accordance with AR 95-1. Individuals with self-briefing authority, designated by an O-5, can be documented on a battalion MBO/MAA or a limited self-briefing authority can be provided by memorandum for record (MFR) stating a duration, exercise/mission, or deployment window for which the authority is valid. The purpose of the MBO is to evaluate risk, examine risk mitigation, and review the plan to ensure safe mission success. For this reason, self-briefing is defined as a Pilot in Command (PC) of a single aircraft performing MBO duties for his/her flight. In multi-ship flights self-briefing is defined as the acting Flight Lead or Air Mission Commander (AMC) performing MBO duties for the mission.

8. Single Source Briefing / Approval. Any individual designated as both a Mission Briefing Officer and Mission Approval Authority SHOULD AVOID briefing and approving the same flight or mission. If an officer finds it necessary to brief and approve the same flight or mission, he/she will document their actions by sending an email stating their actions to an approver with the next higher mission/risk level. This requirement does not apply to the (b)(3) 10 USC 130b / (b)(6) / (b)(7) or forward deployed officers IAW ARSOA 3-04.11 Para 7-21.

9. Non-aviation Residual Risk Decision/Acceptance Authority is per USASOAC Reg 385-1 para 1-12.

10. The point of contact for this memorandum is (b)(3) /160<sup>th</sup> (b)(3) 10 USC 130b

(b)(3) 10 USC 130b.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c



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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 160TH SPECIAL OPERATIONS AVIATION REGIMENT (AIRBORNE)  
7277 NIGHTSTALKER WAY  
FORT CAMPBELL, KY 42223-6012

AOAV- (b)(3) 10 U

10 March 2026

MEMORANDUM FOR (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, 160<sup>th</sup> Special Operations Aviation Regiment (Airborne), Fort Campbell, KY 42223

SUBJECT: Findings and Recommendations, Army Regulation (AR) 15-6 Investigation; 05 February 2026 MH-60M TN: (b)(3) 10 USC, Fuel Jettison

1. On 23 February 2026 you appointed me as an Investigating Officer (IO) pursuant to AR 15-6 to conduct an administrative investigation into the facts and circumstances surrounding the fuel jettisoned by MH-60M TN: (b)(3) 10 USC on 5 February 2026. I find that (b)(3) 10 USC of MH-60M TN: (b)(3) 10 USC did not follow proper protocol required for fuel jettison and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c. I find that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c violated requirements in the MH-60M Operator's Manual dated 06 October 2023 and likely violated FAA Order 7110.65BB – Air Traffic Control dated 20 February 2025. However, I am unfamiliar with potential regulatory overlap between Department of Defense and Federal Aviation Administration requirements, for which I defer to RJAG for further determination. (b)

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b) (5)

2. Facts.

a. On Wednesday, 04 February 2026, MH-60M (b)(3) 10 USC 130e was discovered during a preflight inspection to have (b)(3) 10 USC 130e

(Exhibit 1, 4, 5, 6, 10)

b. On Thursday, 05 February 2026, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c to begin maintenance tasks. (b)(3) 10 USC (b)(3) 10 USC 130b / (b)(6) / (b)(7)c local time. The (b)(3) 10 USC 130b was notified that a C17 was available for use to evacuate (b)(3) 10 USC 130b back (b)(3) 10 USC 130b, (j)(2). Coordination began with (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, organic operations personnel, and Jackson Jet Center at Phoenix Sky Harbor International (KPHX). (Exhibits 1, 4, 4a, 5, 5a, 6, 16)

c. The maintenance crew and mission approval authorities discussed criteria to conduct a one-time maintenance evacuation flight of (b)(3) 10 USC 130e from P18 to KPHX, approximately (b)(3) 10 USC 130e. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, (b)(3) 10 USC 130e

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AOAV- (b)(3) 10 U

SUBJECT: Preliminary Findings and Recommendations, Army Regulation (AR) 15-6 Investigation; 05 February 2026 MH-60M TN: (b)(3) 10 US, Fuel Jettison

## (b)(3) 10 USC 130e

d. MH-60M (b)(3) 10 USC 1 contained approximately (b)(3) 10 USC 130e inside its internal fuel tanks when the original maintenance grounding condition was discovered. To be within tolerance for transport via Air Force C-17, the maximum allowable fuel inside the tanks is approximately (b)(3) 10 USC 130e. Defueling capability was either unavailable at KPHX or not coordinated at P18 due to unavailable National Guard support at the facility during the time of the incident. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c made the decision to jettison fuel enroute to KHPX prior to aircraft departure from P18. (Exhibit 4, 5, 6, 8, 16)

e. Though the possibility of fuel jettison was discussed briefly, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c were aware of (b)(3) 10 USC 130b / (b)(6) / (b)(7)c intention to deliberately jettison fuel below minimum altitude requirements altitude over a populated area during the flight. (Exhibit 2, 3, 16)

f. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c did not conduct a formal pre-flight crew brief to discuss potential noteworthy conditions expected during the approximate (b)(3) 10 USC 130e from P18 to KHPX. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c that (b)(3) 10 USC 130b / (b)(6) / (b)(7)c conducted an abbreviated brief (b)(3) 10 USC 130b / (b)(6) / (b)(7)c do not recall conducting (b)(3) 10 USC 130e brief. (Exhibit 4, 5, 6)

g. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c plan was to jettison the excess fuel, (b)(3) 10 USC 130e over (b)(3) 10 USC 130e then proceed on course to land at Jackson Jet Center at KHPX. However, shortly after takeoff, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was given specific altitude and routing guidance by Air Traffic Control (ATC) that did not align with (b)(3) 10 USC 130e original plan. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c complied with all ATC instructions. (Exhibit 4, 5, 6, 16)

h. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c expressed experiencing (b)(3) 10 USC 130e

(Exhibit 4, 5, 6, 16)

## (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

j. With approximately (b)(3) 10 USC 130e remaining in the flight, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c queried over the aircraft (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c still planned to jettison fuel. In response, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c immediately (b)(3) 10 USC 130e to initiate the fuel jettison. There is no additional evidence to suggest (b)(3) 10 USC 130b / (b)(6) / (b)(7)c discussed the action in any further detail to determine if the aircraft

AOAV (b)(3) 10 USC

SUBJECT: Preliminary Findings and Recommendations, Army Regulation (AR) 15-6 Investigation; 05 February 2026 MH-60M TN: (b)(3) 10 USC, Fuel Jettison

was in a suitable position to jettison fuel. The amount of fuel required to jettison would require (b)(3) 10 USC 130e to achieve the level required for air transport. The FUEL DUMP switch (b)(3) 10 USC 130e

(Exhibit 4, 6, 10, 16)

k. P18, the departure airfield is located at (b)(3) 10 USC 130e KPHX is located at (b)(3) 10 USC 130e. MH-60M (b)(3) 10 USC 130e conducted its fuel jettison at (b)(3) 10 USC 130e. This indicates (b)(3) 10 USC 130e at (b)(3) 10 USC 130e ) during fuel dumping. No (b)(3) 10 USC 130e / (b)(6) / (b)(7)c noted their AGL altitude during fuel jettison. (b)(3) 10 USC 130e / (b)(6) / (b)(7)c did note the initial (b)(3) 10 USC 130e and the subsequent assigned (b)(3) 10 USC 130e. The MH-60M Operator's Manual requires the aircraft to fly at a minimum altitude of (b)(3) 10 USC 130e prior to jettisoning fuel within the United States. (Exhibit 4, 5, 6, 10, 16)

l. After landing at KPHX, Jackson Jet Center employees queried if (b)(3) 10 USC 130e had a maintenance issue or fuel leak in flight due to reports to Tempe Fire Department of fuel impacting vehicles in the vicinity. After completing post-flight tasks, (b)(3) 10 USC 130e / (b)(6) / (b)(7)c contacted (b)(3) 10 USC 130e / (b)(6) / (b)(7)c via telephone to report the incident. (Exhibit 3, 4, 14, 15, 16)

m. Tempe Fire Department contacted Environmental Services – City of Tempe after the incident to report the fuel jettison. One local resident called the fire department to report the incident and said that they believed it was raining, but it smelled like petroleum and was difficult to breathe. Environmental Services sent multiple inspectors to areas with reported impacts. (b) (5)

(Exhibit

14, 15)

n. On 10 March, following a phone discussion with emergency management officials in Phoenix, I confirmed that one individual self-transported to a local hospital. Additionally, local water services and the environmental response team conducted a thorough site assessment. (b) (5)

o. (b)(3) 10 USC 130e / (b)(6) / (b)(7)c stated that the unexpected complexities of the one-time maintenance evacuation flight, to include potential fatigue associated with their remaining duty day, (b)(3) 10 USC 130e

to the stress experienced and potentially set conditions for the fuel jettison event. (Exhibit 4, 4a, 5, 5a, 6, 16)

### 3. Findings.



AOAV (b)(3) 10 USC

SUBJECT: Preliminary Findings and Recommendations, Army Regulation (AR) 15-6 Investigation; 05 February 2026 MH-60M TN: (b)(3) 10 USC, Fuel Jettison

a. Determine the facts and circumstances surrounding the fuel jettison, including who was involved, the sequence of events, when and where it occurred, and what factors or series of events contributed to the incident.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(2) The fuel jettison occurred between (b)(3) 10 USC 130e as the aircraft travelled southwest from Papago Airfield to Phoenix Sky Harbor International Airport at approximately 7:11 PM Mountain Standard Time.

(3) (b)(3) 10 USC -160<sup>th</sup> SOAR (Abn) had experienced (b)(3) 10 USC 130e over the previous days of their training exercise in the Phoenix area. Based on specifics associated with those events, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c of (b)(3) 10 USC felt pressured or expected to conduct the one-time maintenance evacuation flight, despite each (b)(3) 10 USC 130b / (b)(6) / (b)(7)c expressing comfortability with participating in and conducting the flight. Because of the quickly diminishing remaining hours in (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (b)(3) 10 USC 130b / (b)(6) necessary steps were avoided or accelerated to reach the execution phase of this event. I find that the pressure felt by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was self-imposed based on the improper mitigation for the circumstances encountered during the flight. (b)(3) 10 USC did not appropriately express concerns or provide alternative recommendations to (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, to avoid unmitigated risk associated with the flight.

b. Determine whether the individuals involved followed proper protocol required for fuel jettison, and if not, why not. This should include an analysis of the actions that took place following the fuel jettison.

(1) (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (b)(3) 10 USC 130b / (b)(6) / (b)(7)c did not follow proper (b)(3) 10 USC 130b / (b)(6) / (b)(7)c coordination protocol while in flight. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c did not conduct the appropriate discussion (b)(3) 10 USC 130b / (b)(6) / (b)(7)c prior to executing the fuel jettison on the ground during discussion with unit approval authorities, amongst (b)(3) 10 USC prior to starting the aircraft, or during the flight prior to or during the manipulation of the FUEL DUMP switch. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c manipulated the FUEL DUMP switch after a verbal reminder (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, at which point (b)(3) 10 USC did not confirm appropriate altitude or appropriate location of the aircraft to successfully conduct the jettison. (b)(3) 10 USC confirmed that the fuel jettison was occurring, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c (b)(3) 10 USC challenged (b)(3) 10 USC 130b / (b)(6) / (b)(7)c when the fuel jettison initiated.

c. Determine whether any of the personnel involved were negligent in their duties. Per AR 735-5, negligence is the failure to act as a reasonably prudent person would have acted under similar circumstances, and a finding of



AOAV-(b)(3) 10 U

SUBJECT: Preliminary Findings and Recommendations, Army Regulation (AR) 15-6 Investigation; 05 February 2026 MH-60M TN: (b)(3) 10 USC, Fuel Jettison

**negligence requires that the individual had a duty, breached that duty, and that the breach was the proximate cause of the incident.**

(1) (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was responsible for the safe operation of the helicopter, execution of the one-time maintenance evacuation flight from P18 to KPHX, assigning (b)(3) 10 USC 130b / (b)(6) / (b)(7)c duties, and briefing (b)(3) 10 USC 130b / (b)(6) on items pertinent to the mission. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c did not conduct (b)(3) 10 USC 130b brief or spend adequate time while on the ground to plan and prepare for the complexities (b)(3) 10 USC 130b / (b)(6) / (b)(7)c mentioned in (b)(3) 10 USC interviews. Additionally, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c was responsible for monitoring and transmitting on aircraft radios, assisting in traffic and obstacle avoidance, navigating, cross-checking systems and instruments, and set and adjust switches as required.

(b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(3) The jettison of fuel from (b)(3) 10 USC was not part of an aircraft emergency procedure. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c deliberately manipulated the FUEL DUMP switch without confirming the aircraft was in a safe position to jettison fuel, resulting in fuel exposure on the ground.

**d. Determine whether any violations of law, regulation, or policy occurred.**

(1) (b)(3) 10 USC 130b / (b)(6) / (b)(7)c did not act in accordance with the MH-60M Operator's Manual, which requires the aircraft to be flying at a (b)(3) 10 USC 130e in the United States. (b)(3) 10 USC 130b / (b)(6) / (b)(7)c expressed they believed they were high enough to conduct the maneuver, despite each being unable to explicitly identify the aircraft's AGL altitude. If the (b)(3) 10 USC 130e collected and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c accounts are correct, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c had access to data reporting of aircraft's height above the ground to include a (b)(3) 10 USC 130e readout above the (b)(3) 10 USC 130b / (b)(6) / (b)(7)c.

(2) (b)(3) 10 USC 130b / (b)(6) / (b)(7)c likely violated FAA Order 7110.65BB – Air Traffic Control dated 20 February 2025. Paragraph 9-4-4b orders ATC to separate known aircraft from an aircraft dumping fuel VFR radar-identified aircraft by (b)(3) 10 USC 130e. Phoenix ATC was not informed of (b)(3) 10 USC 130e intention to deliberately jettison fuel in controlled airspace, so they were unable to provide the required (b)(3) 10 USC 130e separation to other aircraft in the area. It is likely another aircraft was within a (b)(3) 10 USC 130 radius of (b)(3) 10 USC under control of ATC in the (b)(3) 10 USC 130e airspace.

**4. Recommendations.**

(b)(6) / (b)(7)c, (b) (5)

AOAV (b)(3) 10 US

SUBJECT: Preliminary Findings and Recommendations, Army Regulation (AR) 15-6 Investigation; 05 February 2026 MH-60M TN: (b)(3) 10 US, Fuel Jettison

(b) (5)

5. The POC for this memorandum is the undersigned at (b)(3) 10 USC 130b / (b)(6) / (b)(7)c and (b)(3) 10 USC 130b / (b)(6) / (b)(7)c@socom.mil.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

19 Encls

1. Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
2. Commander's Inquiry Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
3. Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
4. Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
- 4a. Commander's Inquiry Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
5. Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
- 5a. Commander's Inquiry Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
6. Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
- 6a. Commander's Inquiry Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
7. Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
8. Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
9. Interview – (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

10. (b)(3) 10 USC 130e

10a. (b)(3) 10 USC 130e

11. (b)(3) 10 USC 130e
12. (b)(3) 10 USC 130e
13. (b)(3) 10 USC 130e
14. (b)(3) 10 USC 130e
15. Pictures provided by Tempe Fire Department
16. Findings and Recommendations, Incident Involving Aircraft (b)(3) 10 USC 130e, (b)(3) 10 USC 130b / (b)(6) / (b)(7)c
17. (b)(3) 10 USC 130e 05 February 2026
18. (b)(3) 10 USC 130e 05 February 2026
19. (b)(3) 10 USC 130e / 160th SOAR (Abn) MBO and MAA Memorandum – 01 January 2026

# REPORT OF PROCEEDINGS BY INVESTIGATING OFFICER

Note. Completed forms may contain personally identifiable information and require handling as set forth in AR 340-21.

For use of this form, see AR 15-6; the proponent agency is OTJAG.

IF MORE SPACE IS REQUIRED IN FILLING OUT ANY PORTION OF THIS FORM, ATTACH ADDITIONAL SHEETS

## SECTION I - APPOINTMENT

Appointed by (b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Appointing authority)

on 20260223 (Date) (Attach enclosure 1: Letter of appointment or summary of oral appointment data.) (See para 3-15, AR 15-6.)

## SECTION II - TIMELINE

- The (investigation) commenced at McCants Hangar, Joint Base Lewis-McChord, WA at 0945  
(Place) (Time)  
on 20260224 (Date)
- The (investigating officer) finished gathering/hearing evidence a 1115 on 20260310 and completed  
(Time) (Date)  
findings and recommendations at 1207 on 20260210  
(Time) (Date)

## SECTION III - CHECKLIST FOR PROCEEDINGS

### A. COMPLETE IN ALL CASES

|                                                                                                                                                                                       | YES                                 | NO <sup>1/</sup>         | NA <sup>2/</sup>                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 1. Enclosures (para 3-13, AR 15-6)                                                                                                                                                    |                                     |                          |                                     |
| Are the following enclosed and numbered consecutively with Roman numerals: (Attached in order listed)                                                                                 |                                     |                          |                                     |
| a. The memorandum of appointment?                                                                                                                                                     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. All other written communications to or from the appointing authority?                                                                                                              | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Privacy Act Statements (Certificate, if statement provided orally)?                                                                                                                | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Explanation by the investigating officer of any unusual delays, difficulties, irregularities, or other problems encountered (e.g., absence of material witnesses)?                 | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Any other significant papers (other than evidence) relating to administrative aspects of the investigation?                                                                        | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. An Executive Summary, Index of Exhibits, Chronology of the Investigation and lists of all persons interviewed and evidence gathered. (Complex, serious and/or high profile cases)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 2. Exhibits (para 3-14, AR 15-6)                                                                                                                                                      |                                     |                          |                                     |
| a. Are all items offered (whether or not received) or considered as evidence individually numbered or lettered as exhibits and attached to this report?                               | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. Is an index of all exhibits offered to or considered by investigating officer attached before the first exhibit?                                                                   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| c. Has the testimony/statement of each witness been recorded verbatim or been reduced to written form and attached as an exhibit?                                                     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| d. Are copies, descriptions, or depictions (if substituted for real or documentary evidence) properly authenticated and is the location of the original evidence indicated?           | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Are descriptions or diagrams included of locations visited by the investigating officer (Appendix C-3, AR 15-6)?                                                                   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Is each written stipulation attached as an exhibit and is each oral stipulation either reduced to writing and made an exhibit or recorded?                                         | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

FOOTNOTES: <sup>1/</sup> Explain all negative answers on an attached sheet.

<sup>2/</sup> Use of the N/A column constitutes a positive representation that the circumstances described in the question did not occur in this investigation.



**SECTION IV - FINDINGS** (para 3-10, AR 15-6)

The (investigating officer), having carefully considered the evidence, finds: *[Each paragraph should be one conclusion based on the evidence gathered during the investigation. These findings should provide answers to each question posed by the appointing authority in the appointment memorandum. The evidence that supports each finding must be cited.]*

See attached memorandum.

**SECTION V - RECOMMENDATIONS** (para 3-11, AR 15-6)

In view of the above findings, the (investigating officer) recommends: *[Each paragraph should be one recommendation based on the findings in Section IV. Address what actions, if any, should be taken with regard to the individuals involved, the unit leadership, and any steps that can be taken to prevent the occurrence in the future. Recommendations do not need to be adverse or punitive. For example, the investigation results can be used as a training tool.]*

See attached memorandum.

## SECTION VI - AUTHENTICATION (para 3-15, AR 15-6)

THIS REPORT OF PROCEEDINGS IS COMPLETE AND ACCURATE.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

(Investigating Officer)

## SECTION VII - ACTION BY APPROVING AUTHORITY (para 2-8, AR 15-6)

The findings and recommendations are approved with regard to the attached memo.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

PR 20 2026

LAWRENCE G. FERGUSON  
Lieutenant General, USA  
Commanding





DEPARTMENT OF THE ARMY  
HEADQUARTERS, UNITED STATES ARMY SPECIAL OPERATIONS COMMAND  
2929 DESERT STORM DRIVE  
FORT BRAGG, NORTH CAROLINA 28310-9110

AOJA

APR 20 2026

MEMORANDUM FOR RECORD

SUBJECT: Approval of Army Regulation 15-6 Investigation into the MH-60M Fuel Jettison on 5 February 2026

1. I have reviewed the subject line Army Regulation (AR) 15-6 investigation as well as all supporting documentation examining the facts and circumstances regarding a 160th Special Operations Aviation Regiment (160th SOAR) MH-60M dumping fuel over Phoenix and Tempe, Arizona on 5 February 2026.
2. The investigating officer's (IO) findings in paragraph 3 are approved.
3. I take note of the recommendation in paragraphs 4a. The recommendation in paragraph 4b will be forwarded to the Commander, United States Army Special Operations Aviation Command (USASOAC). The Commander, USASOAC, will provide a status update to me, or my successor, on the recommendations within 60 days of this memorandum.

4. Point of Contact for this memorandum is (b)(3) 10 USC 130b / (b)(6) / (b)(7)c, at (b)(3) 10 USC 130b / (b)(6) / (b)(7)c or (b)(3) 10 USC 130b / (b)(6) / (b)(7)c @socom.mil.

(b)(3) 10 USC 130b / (b)(6) / (b)(7)c

LAWRENCE G. FERGUSON  
Lieutenant General, USA  
Commanding