



Defense, Space & Security

ISASI Military Tutorial Multinational Military Mishap Investigation

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- United States Marine Corps F/A-18
- Transiting a USAFE base Redeploying
- Crashes in NATO member host country
- On private property
- Who is in charge? Responsibilities?

Initial Response

- USMC flight Lead contacted UK ATC, searching for missing wingman.
- Reports of Aircraft down received by local authorities.
- ATC enlisted an Aeromedical helicopter to assist in searching for aircraft. Found the primary site.
- Cambridgeshire Fire and Rescue responded to site with two trucks.
- RAF Mildenhall fire department was the first US response on scene.

Site Security

- Local Police secured roads to site. Restricted access to local residents, farmers and those working the accident.
- RAF controlled inner perimeter, logged everyone entering the site.
- Entry control point to the crash site. Entry access list maintained by USAF Security Forces.
- Patrolled inner perimeter.

Whose Investigation?



- United Kingdom
- Ministry of Defence
- Defence Safety Authority
- Military Aviation Authority



- United States
- Department of Defense
- Naval Safety Center
- United States Marine Corp

Key Players

- USAF Interim Safety Board convened at RAF Lakenheath (DODI 6055.07, AFI 91-204)
- Aircraft Mishap Board (OPNAVINST 3750.6)
- Naval Safety Center, Norfolk (OPNAVINST 3750.6)
- Naval Air Systems Command (OPNAVINST 3750.6)
- Boeing Air Safety Investigator (PRO-626)
- JAGMAN Investigation (JAGINST 5800.7)
- NATO STANAG 3531
- Defense Safety Authority – Defense Air Accident Investigation Branch

USAF Interim Safety Board

- Directed by AFI 91-204 and AFPAM 91-223.
- AFI 91-204 directs nearest AF installation to respond to a mishap involving DoD assets.
 - Provide initial logistical, operational and investigative support
 - Appoint an Interim Safety Board (ISB)
 - USAF Interim Safety Board convened at RAF Lakenheath, 48th Fighter Wing
 - ISB tasked to preserve evidence and gather factual data related to mishap until appointed investigative board is identified/arrives.
 - Toxicology testing.
 - Ensure the appropriate military notifications are accomplished.

USAF Interim Safety Board

- ISB President or Investigating Officer will:
 - Accept control of the wreckage and/or evidence.
 - Initial collection and preservation of new evidence.
 - Identify witnesses and conduct interviews.
 - Gather factual data.
 - Receive a briefing from the on-scene commander/incident commander/recovery operations chief (ROC) on all known hazards (including bloodborne pathogens) and personnel protective equipment requirements for the mishap site.

Naval Safety Center

Naval Safety Center Investigator:

- Provides on-site investigative expertise to mishap board.
- Refers mishap board to engineering and other technical assistance at material/systems command or equipment manufacturers.
- Controls disposition of physical evidence.

Aircraft Mishap Board

- USMC Squadron standing AMB
 - Members were on site as participants in redeployment operations.
 - Aviation Safety Officer.
 - Operations Officer.
 - Flight Surgeon.
 - Maintenance Officer.
- Senior Member designated by aircraft controlling custodian.
- Interim Safety Board handoff to AMB Senior Member 24 Oct.

Support to the AMB

- 48 Fighter Wing.
- Military Air Accident Investigation Branch (MilAAIB).
- F/A-18 Fleet Support Team (FST) Flight controls - NAS North Island, CA.
- NAVAIRSYSCOM Mishap Investigation Support Team:
 - On-site assessment of egress and survivability systems
 - Ejection seat (Cherry Point, NC)
 - Parachute, (China Lake , CA)
 - Cartridge Actuated Devices, Propellant Actuated Devices (Indian Head, MD)
- Boeing ASI – St Louis.
- Joint Aircraft Recovery and Transportation Squadron (JARTS).

NATO STANAG 3531

- Purpose: Establish procedures for safety investigations and reporting of accidents/incidents of military aircraft, missiles, and or UAV/UASs which involve the equipment, property, facilities and or personnel of two or more nations.
- Nation of Occurrence: Nation on, or above whose territory or ship the accident occurred - United Kingdom.
- Operating Nation: The nation which owns the military aircraft, missile or UAV/UAS involved in the accident /incident – United States.
- Involved Nation: Any nation with direct ties to the situation – United Kingdom and the United States.
- Nations of occurrence has overall responsibility for investigating Accidents/incidents of military aircraft (UK).

NATO STANAG 3531

- When the mishap involves military acft and property from two or more nations, the responsibility for conducting the safety investigation is normally delegated to the operating nation (USA).
- The nation of occurrence (UK) may provide an investigating group for appointment to the Safety Investigation Board as Members or Observers and/or may conduct a separate safety investigation at its sole discretion.
- These options were not exercised by the UK.
- USMC Aircraft Mishap Board to proceed with investigation.
- The STANAG also has provisions for the nation of occurrence to provide an officer to provide liaison between the Safety Investigation Board and the civilian authorities of the nation of occurrence, and shall provide interpretation/translation services as required (Maj Turner from DAIB).

Military Air Accident Investigation Branch

- The Military Aviation Authority is an independent organisation responsible for regulating air safety across defence.
- Military Air Accident Investigation Branch (MilAAIB).
- Agreement between Air Accident Investigation Branch (AAIB) and MoD (MilAAIB).
- Resulted from Nimrod Review - established 2006.
- Foreign Military Aircraft on UK territory.
- Secure vulnerable and perishable evidence.
- Observer status executed during this investigation.

Joint Aircraft Recovery and Transportation Sq

- RAF & RN Personnel.
- Only MoD organization dedicated to Aircraft Post-Crash Management, recovery and transportation.
- 4 Crash Teams at high readiness for all UK services.
- Assist at civilian aircraft crash sites when requested by AAIB.

Joint Aircraft Recovery and Transportation Sq

- JARTS personnel in charge of site recovery.
- Preserved site until AMB convened on site. Worked with the AMB to recover evidence and preserve chain of custody.
- Worked on the approval of and at the direction of the AMB.
- Determined personal protective equipment requirements for personnel working on site.
- Coordinated site remediation after site released by AMB.



Joint Aircraft Recovery and Transportation Sqn

- Larger parts, actuators, were identified and moved to a corner stake.
- Parts at stakes were segregated from general debris.
- Parts in each area were identified by the Bags.
- USAF crash recovery personnel assisted JARTS team.



48 Fighter Wing, Lakenheath

- **Wing Safety**
 - Secure location for AMB to work from.
 - Coordinated for vehicles for AMB
 - Computer network access and support
 - Supplies
- **48th Operations Group**
 - Aerial Photographs from HH-60
- **48th Maintenance Group**
 - Crash recovery personnel
 - Location for aircraft parts storage
- **48th Mission Support Group**
 - Force Support Sq personnel and augmentees for human remains recovery
 - Security Forces
 - Civil Engineering
 - Explosive Ordnance Disposal
 - Site Survey
 - Photographs of crash site
- **48th Medical Group**

Investigative Support USAF



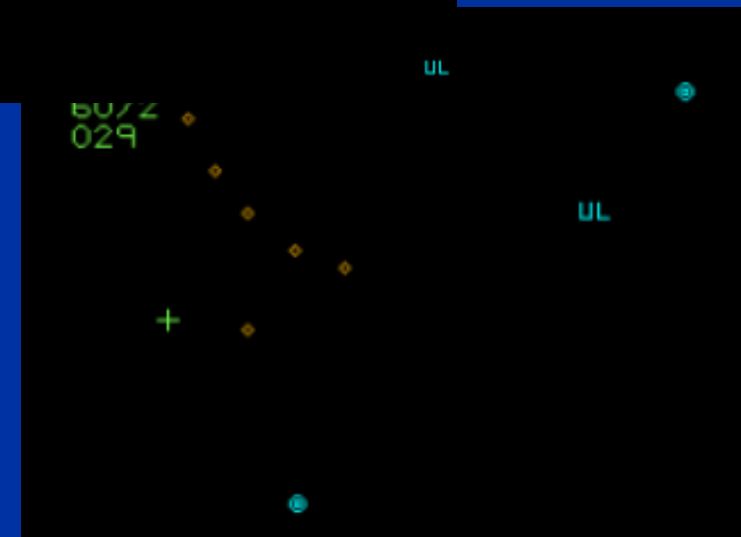
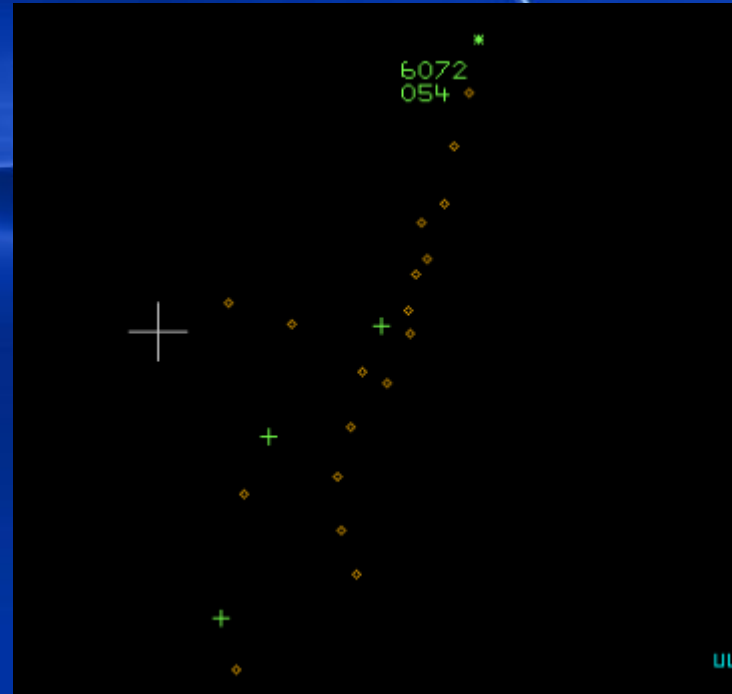
Investigative Support - RAF

- 3 Mobile Catering Squadron (3 MC Sqn) RAF Wittering as part of 85 (EL) Wg



Investigative Support - RAF

- RAF provided:
 - Radar data from 3 stations.
 - Air traffic control tapes.



Judge Advocate General

- **Black Hat Investigation**
- JAGMAN Investigation (JAGINST 5800.7).
 - Death or serious injury,
 - Extensive damage to (US) Government property, or
 - Possibility of a claim exists against (US) Government.
- Independent of the AMB.
- Access to all real evidence and separate opportunity to question and obtain witnesses statements.
- Produces a publicly releasable accident report.

Summary

- Two Countries.
- Six military services.
- Numerous supporting agencies.
- Complete a common goal.

