

24-07-2017

I helped Remove & Replace Flap Control Hyd. Valve Assy with John Pears ACFT N605GV. Performed Opps check on ground no leaks noted. I then Fueled the ACFT & prep for Launch. Launched ACFT no Defects were noted, & watch ACFT take off. I saw the ACFT come down the Runway the ACFT Rotated saw his gear go up & the noted it seem to lack power, the ACFT cleared the fences but started to settle back down till it hit the ground. Drove to crash site and found the pilot (Woody), told him I would stay with him till he was ready to go.

[REDACTED]

AT ABOUT 1145, WAS TOLD TO GET INTO
TRUCK BY MIKE SEDLOCK, BECAUSE A/C 605
CRASHED ON TAKE-OFF. MIKE WAS DRIVING
TOWARD CRASH SITE SOUTH OF HND. AIRPORT
WHEN WE PULLED UP ABOUT 8/10 MIN
LATER, WE SAW WOODY, THE PILOT ~~TALKING~~
STANDING, TALKING TO WHAT I BELIEVE WAS
HENDERSON FIRE FIGHTERS. AFTER FIRE ON
AIRCRAFT WAS PUT OUT AND WOODY WAS
THRU TALKING TO ~~OFFICER RAN~~
OFFICIAL ~~PERSONAL~~ PERSONAL WE RETURNED TO HND
WHERE MR. TULSA SAID EVERYONE WAS TO
REPORT TO VALLEY ^{VIEW} ~~VIEW~~ FOR FURTHER INSTR-
UCTIONS.

R THOMAS


605GV 7/24/17 Work done by Brandon Lang

All work was done between 7am to 9am

Removed leading edge Fairings on outboard left pylon to unsecure flir wires

Installed Flir Mounting Pod as per checklist

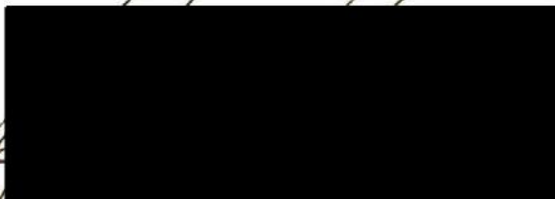
Installed flir 380HD/c, function checked as per checklist

Safety wired two of the three bolts, third was done by coworker.

Visually inspected all safety wire and wiring, no discrepancies

Function checked flir as per checklist, no discrepancies

Checklist used : 380HD/c Loading/Unloading checklist



7/24/17

Mark O. Campos

7/24/17

Avionics Technician

Statement of Maintenance on A605

On the morning of July 24, 2017 between 7-9 am. I was tasked with installing the FLIR 380-HDc pod and ball on the aircraft. First thing I did was print out our 380HD/c Loading/Unloading checklist. I proceeded to get the pod and sensor into position. For the installation, I had me and two others install the pod running the wires through it, lock the station, then install the safety bolt. The bolt had proper free play to show the pod wasn't sitting on the bolt. Next, we installed the sensor. The quick disconnect plates were already installed, torqued, and safety wired. We seated the sensor then locked the 3 allens in. Once installed we connected and zip tied all the cables up into the pod and safety wired down the three allens that lock the pod down. The front hinge panel was left loose until the ops check was completed. We ran the operational check for the FLIR without any issues. Verified VDL with our test set to operate on exercise. It only needed to verify GPS signal because the Aircraft was still in the hanger. Went back down to the POD to finish installing the hinge panel and the front cover panels for that station.

Mark Campos

[REDACTED]

[REDACTED]

Monday Jul 24 2017

I REMOVED AND REPLACED FLAP SELECTOR
VALVE PER M/M VERIFIED OPS CHECK &
LEAK CHECK.

WATCHED T/O OF A/C - A/C COULD NOT
CLIMB - GEAR CAME UP BUT NEVER CLIMBED
ABOVE 100 FT WITH NO ACCELERATION



Serviced Hyd. Fluid. Watched the plane take off
noticed it was going slow and not climbing and then it
dropped to the ground.

 7-24-17

Robert J Turner

Weapons specialist

07/24/17 statement

On the morning of the 24th I carried out an oxygen contents check, noticing that the oxygen level was below $\frac{1}{4}$ I topped it up to just below the full mark, I then checked the condition and pressure of all 3 tires, all tires registered a pressure of 90 PSI.

I carried out a visual inspection with a flashlight of the engine bay floor and the jet pipe in preparation for an engine run.

I then loaded and carried out multiple functional checks of the MALT bomb rack, after the rack had passed the functional checks I then removed the bomb rack.

I then towed the aircraft out to slot R11 and a few minutes later called the terminal for Jet A to be delivered to the aircraft.

[REDACTED]