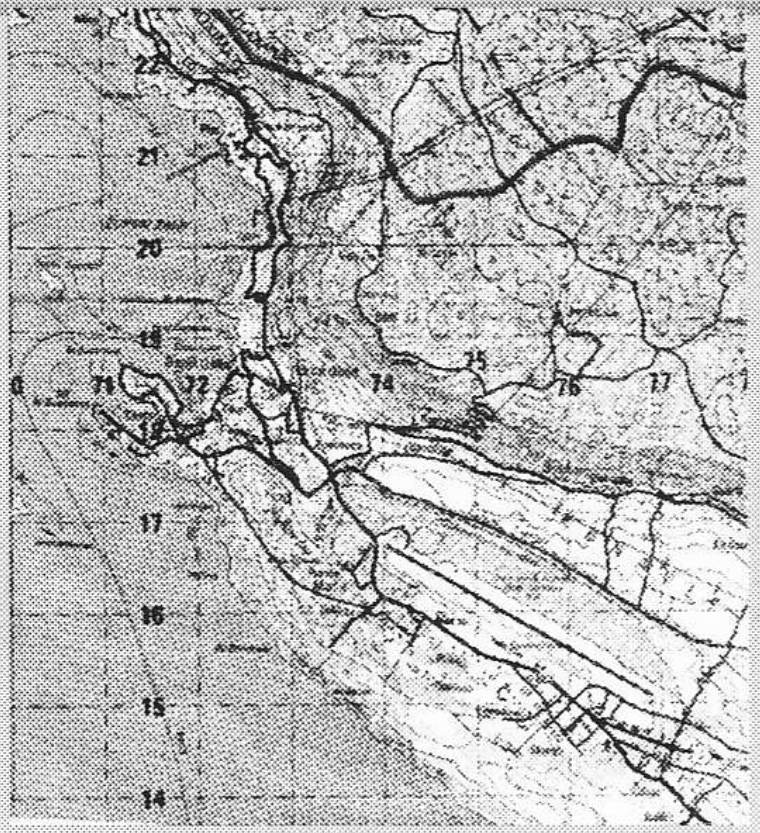
Dubrovnik T-43 Crash

- 3 Apr 96
- 1300z - Alert brief
- 1500z - Alert notification
- 1528z - Launch order/takeoff to Pond LZ for STS pickup
- 1545z - Feet wet direct Search area
- Enroute weather - 1500' 3 mi vis
- Bookshelf reviews SAR assets at 1630z - Facet 23 on scene CC
- Search area weather- 300' 1/2m vis torrential rain, low illum
- Search-ADF, SA-6, mid-airs



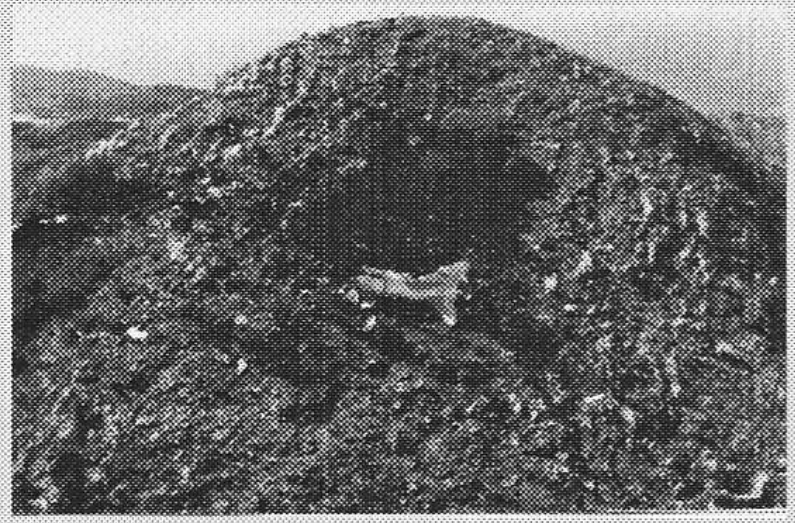
Dubrovnik T-43 Crash

- 1748z - Facet23/24 land Dubrovnik
- Skip A/R decision
- Gassed aircraft for follow-on msns
- Numerous radio calls/directions
- Weather deteriorated - lightning
- 2030z- Croatian Major arrived
- 2040z- Launch order given- immediate takeoff
- Numerous attempts - recons - IMC
- Facet 25/26 inbound -hold - land
- 2120z - Facet 23 lands - Dubrovnik



Dubrovnik T-43 Crash

- Stole 1:50 from COMSOCIFOR
- 2230z - F25/26 RTB Brindisi
- Facet 25 weather recce - spot crash
- Facet 23 launches immediately
- Numerous approaches - wires
- Last try - to 75' hover by lit house under cloud layer
- Hovered to HLZ - 40' fastrope infil
- Facet 24 launches immediately
- F24 fastrope infils on second attempt
- F23/24 establish comm orbits/ROZ



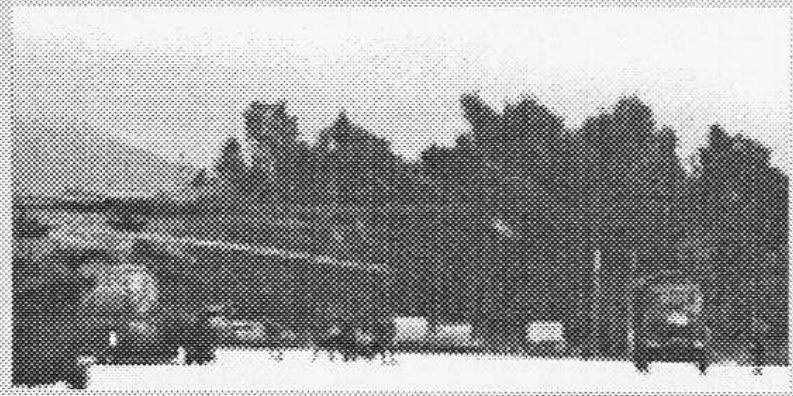
Dubrovnik T-43 Crash

- 4 Apr 96
- F25/26 cross paths enroute Dubrov
- Weather covers site til 1700L
- Facet crews hoist bodies off hill til dark
- Two crews and aircraft remain overnight in Croatia



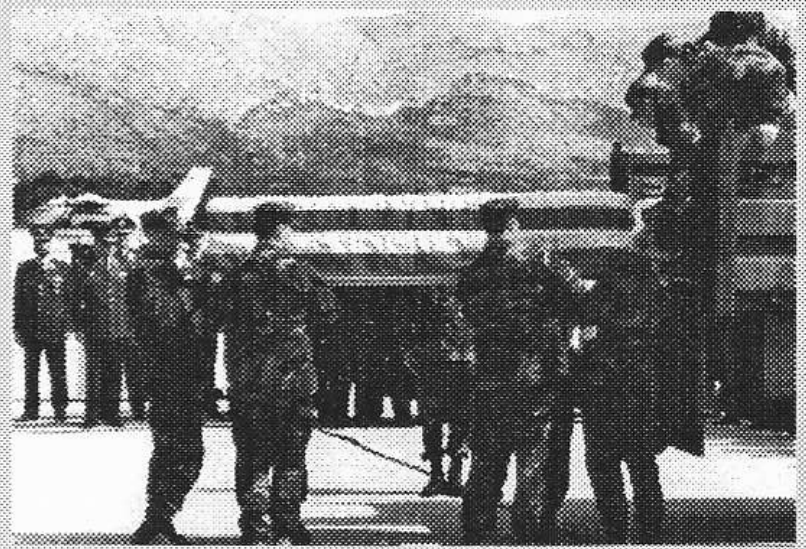
Dubrovnik T-43 Crash

- 5 Apr 96
- Hauenstein crew begins operation
- Kelly crew gets one lift - hoist problem due to tag line
- Hauenstein crew ends day in IMC hover to get last bodies off hill
- Aircraft considered contaminated MH-60s took personnel to top



Dubrovnik T-43 Crash

- 6 Apr 96
- Closing Ceremony
- 7 Apr 96 -Redeploy



Dubrovnik T-43 Crash

- Lessons learned
- Complacency - go to war gear
- Use of ADF equipment
- Use of MC-130P
- Initial info - sketchy- hindered search pattern determination
- Command and control
- Know your intel (SA-6,2,3)
- Keep up your guard - gas, gas truck

