

GIMBAL.v2

The search for date and time...

07 May 2018



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Fleet Area Control and Surveillance Facility Jacksonville FACSFACJAX

Description of the Jacksonville OPAREAs :

The JAX (Jacksonville) OPAREAs geographically encompasses offshore, near-shore, and onshore operating areas, instrumented ranges, and special use airspace (SUA) located along the southern east coast of the United States. (U.S.) (Figure 1) The two principal OPAREAs within the JAX Study Area are the Jacksonville OPAREA and the Charleston OPAREA (sometimes referred to collectively as the JAX/CHASN OPAREA, or simply the OPAREA). The boundary that separates the two OPAREAs from one another is located between 31 degrees (°) and 32° North (N) latitude (Figure 1). The JAX/CHASN OPAREA encompasses much of the South Atlantic Bight (SAB) (i.e., the marine waters located between Cape Hatteras and Cape Canaveral).

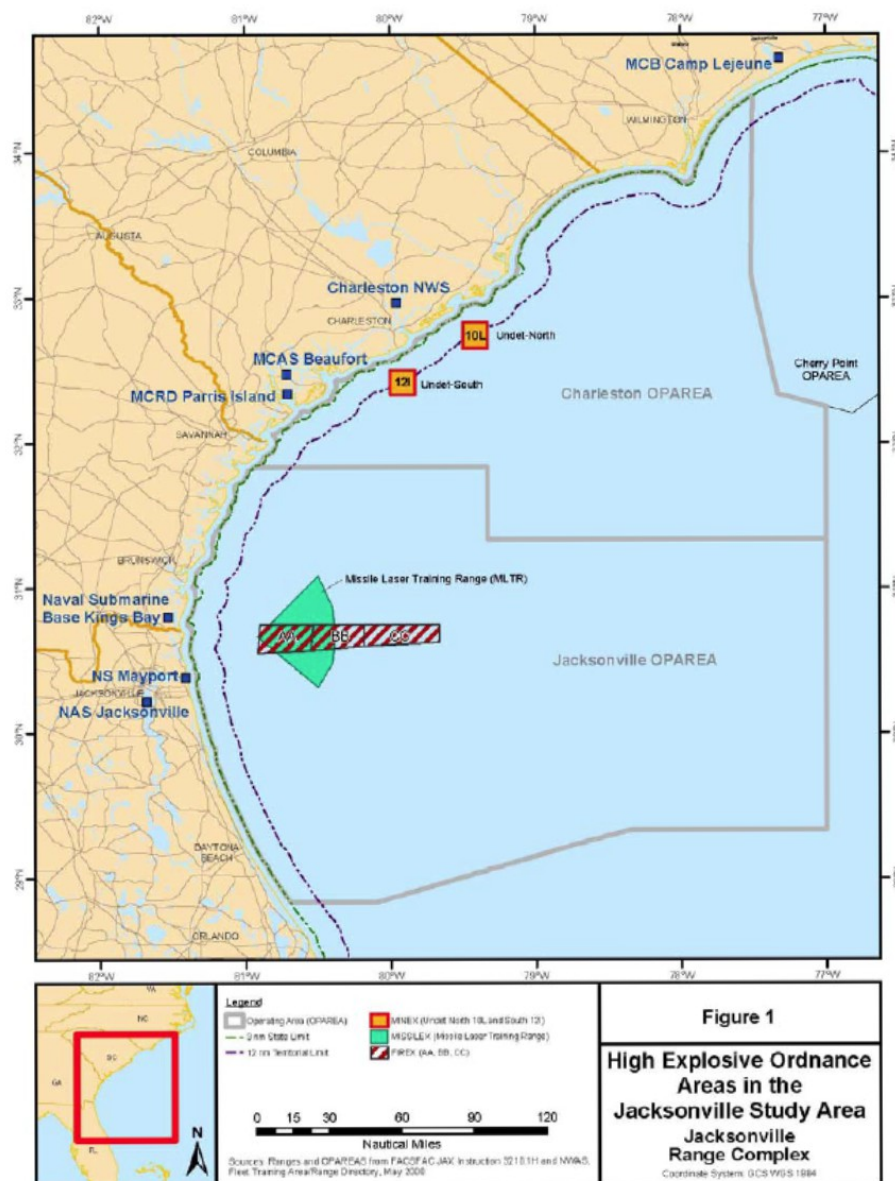


Figure 1

Fleet Area Control and Surveillance Facility Jacksonville FACSFACJAX

OPAREA (surface waters)

The surface water OPAREAs within of the JAX Range Complex consists of the Charleston OPAREA and the Jacksonville OPAREA (JAX OPAREA), which have a combined area of 50,090 nm². The shoreward extent of the OPAREA is roughly three nautical miles (nm) from the shore. State territorial sea areas are considered to lay less than 3 nm off the coastline or in bay or inland tidal waters. There are no state territorial waters or beaches used for training within the JAX Range Complex.

Special Use Aispace (SUA) Warning Areas

Warning Areas of the JAX Range Complex are large blocks of Special Use Airspace generally overlaying the JAX OPAREA and/or Charleston OPAREA from the surface to various flight levels up to and including unlimited for certain areas. The shoreward extent of the Warning Areas are roughly twelve nautical miles (nm) from the shore except in the northwest corner of the Charleston OPAREA and Warning Area 158 (W-158) due east of Mayport, Florida which are roughly 3 nm from the shore. Operations conducted in these Warning Areas include all-weather flight training, refueling, test flights, rocket and missile firing, bombing, fleet training, independent unit training, antisubmarine warfare, aircraft carrier, ship and submarine operations, and anti-air and surface gunnery. Conventional ordnance is permitted subject to identified precautions and mitigation measures.

The Warning Areas of the JAX Range Complex are (Charleston OPAREAs not included) are presented in Fig.2.

Methodology :

In order to find out if the Warning Areas in use back in 2015 were correctly identified, I confronted the data I found in the MILCOM article* with a map (Fig.2) of the OPAREAs. Since both match, we know for sure that these Warning Areas were the ones in use when the Gimbal footage was captured.

Below and on the top of the next page is a screen capture of the MILCOM article. This article among other sources (USN) and the informations provided by witness X, all confirm that CSG-12 (TRCSG) was participating in COMPTUEX off the coast of Central and Northeastern Florida for both dates of interest.

Confirmed that the FACSFAC Jax airspace areas within W-157, W-158 have been renamed. Each area is now its own Warning area with a new number and letter. W136 begins closest to the coast and goes east to W140 and letters start at A and go south to G.

* <http://mt-milcom.blogspot.fr/2015/02/milcom-blog-logs-jan-2015-by-jack.html>

Fleet Area Control and Surveillance Facility Jacksonville FACSFACJAX

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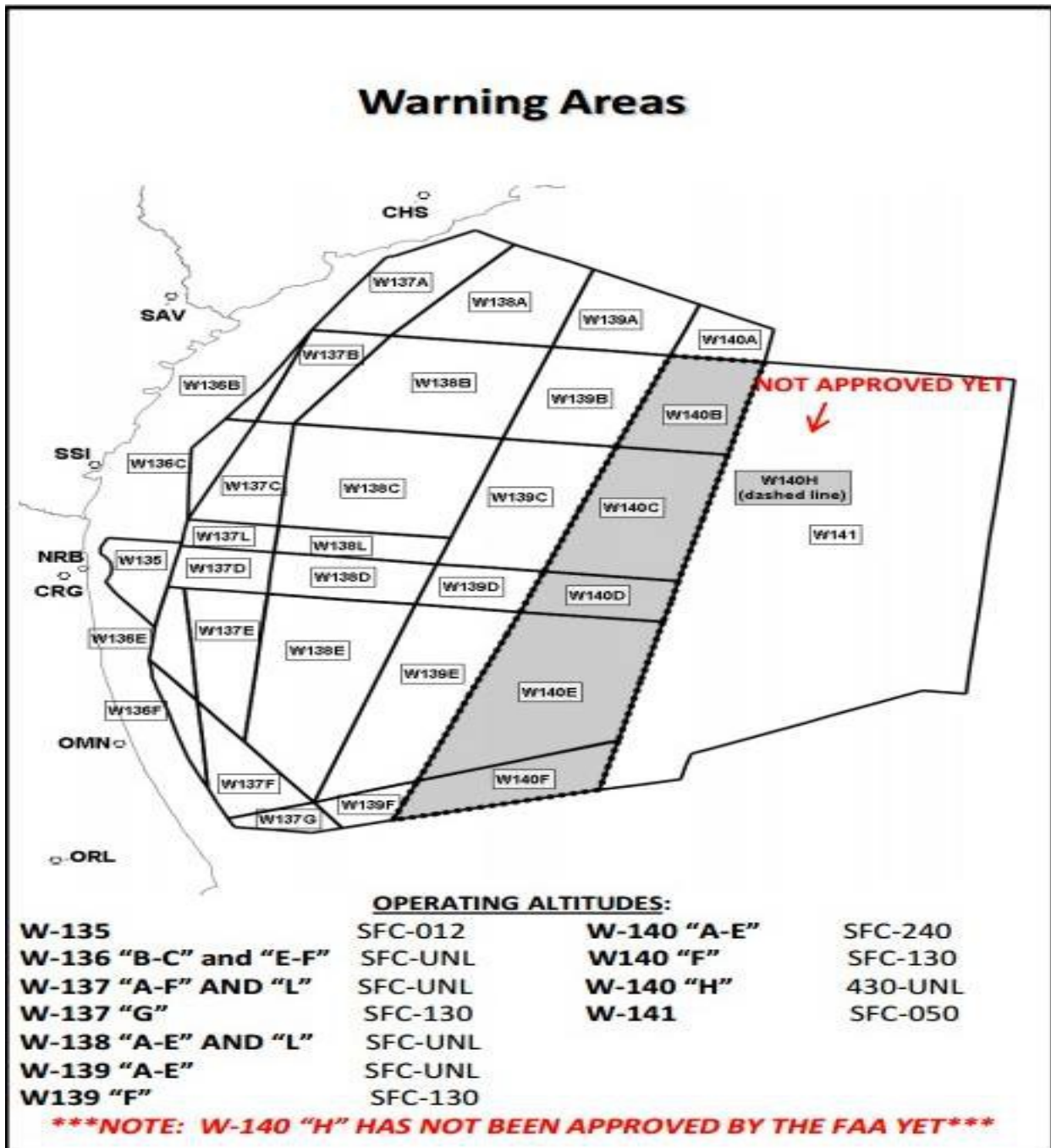


Figure 2

TAC menu legend and ATFLIR interface

As shown in Fig.3, time (min and sec) is displayed in the ATFLIR symbology, however, the letter « A » is still unidentified but could be related to « AM ». Fig.4 shows time in the Gimbal footage.

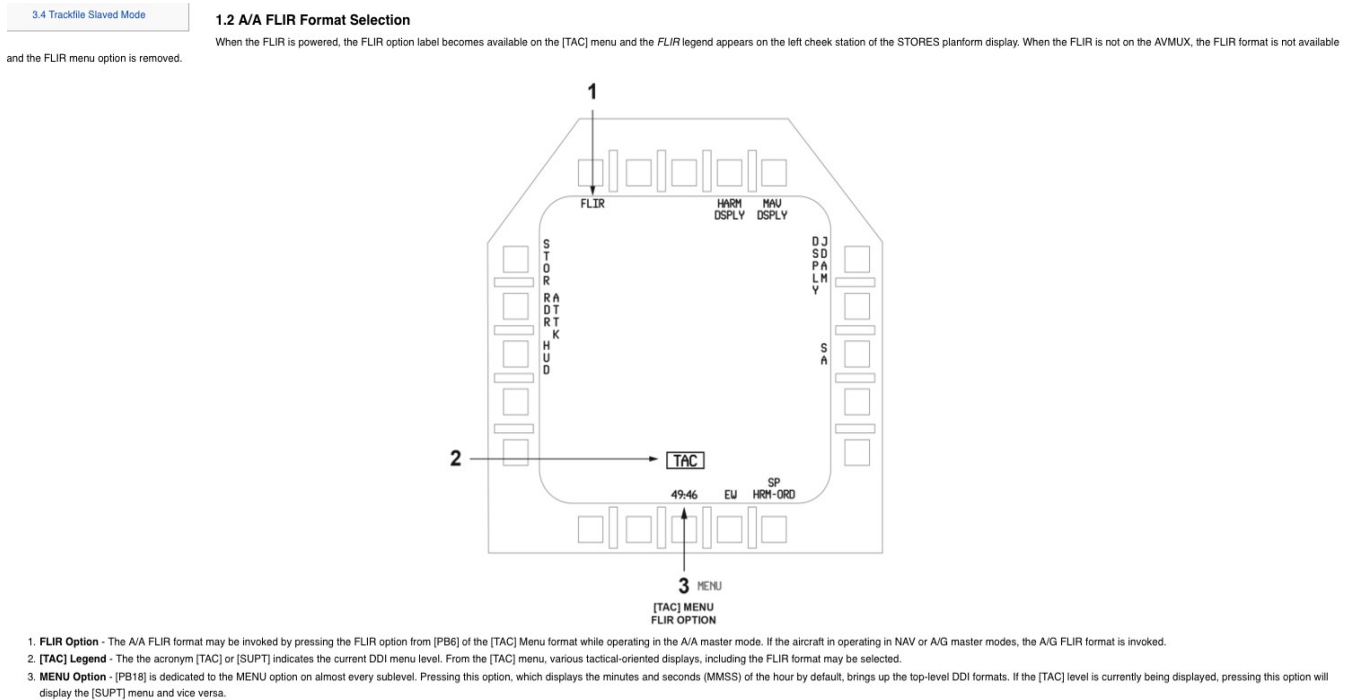


Figure 3



Figure 4

Weather balloons sounding data

(kindly provided by Keith Basterfield)

Two days with compatible wind data (speed and direction) at the altitude the fast mover was flying were identified. The first one (fig.5) is **26 Jan 2015 @ 1200 UTC (0700 LT)**:

2. Date range January 1 2015 to 31 January 2015

All data from <http://weather.uwyo.edu/upperair/sounding.html> unless otherwise stated.

All data is for 1200hrs UTC at 7,620 metres, 25,000 feet, the cited height of the Gimbal pilot.

Date	Wind direction (deg)	Wind speed (kts)	Max speed/ht (m)
January 1	285	42	102/13,833
2	265	31	91/32,390
3	245	28	77/11,842
4	250	46	69/14,232
5	245	51	81/14,211
6 *	245	25	52/13,833
7	260	53	97/14,517
8	270	69	97/14,236
9	245	36	72/14,407
10	260	40	78/10,778
11	230	27	74/13,494
12	235	29	78/11,931
13	260	28	70/14,793
14	270	45	104/11,418
15	280	69	119/13,119
16	275	92	125/12,288
17	290	67	112/13,363
18	270	58	90/13,106
19	290	44	97/12,111
20	260	49	105/11,178
21	290	83	126/12,511
22	280	41	98/12,220
Date	Wind direction (deg)	Wind speed (kts)	Max speed/ht (m)
23	270	55	103/12,792
24	245	76	116/13,408
25	260	72	117/12,300
26	245	112	159/11,008
27	295	86	110/11,263
28	315	71	87/12,467
29	310	41	74/11,599
30	280	61	89/11,778
31	290	49	93/13,779

*January 6 2015 data not available for Cape Kennedy. Data from Miami.

Figure 5

Weather balloons sounding data

(kindly provided by Keith Basterfield)

The second one (fig.6) is 18 Feb 2015 @ 1200 UTC (0700 LT):

1. Date range 13 February 2015 to 10 March 2015.

All data from <http://weather.uwyo.edu/upperair/sounding.html> unless otherwise stated.

All data is for 1200hrs UTC at 7,620 metres, 25,000 feet, the cited height of the Gimbal pilot.

Date	Wind direction (deg)	Wind speed (kts)	Max speed/ht (m)
February 13	265	78	102/11,401
February 14	265	78	116/11,265
February 15	290	68	128/13,716
February 16	270	76	119/11,672
February 17	255	71	118/13,114
February 18	240	101	152/13,411
February 19 *	275	93	121/11,358
February 20	270	69	120/11,498
February 21	290	65	114/13,351
February 22	270	49	107/13,413
February 23	270	48	108/12,303
February 24	285	64	108/12,813
February 25	280	59	107/12,962
February 26	260	71	108/13,838
February 27	245	71	111/12,875
February 28	250	57	114/13,051
March 1	280	30	98/13,771
March 2	290	44	86/13,316
March 3	310	28	68/12,290
March 4	285	26	57/14,935
March 5	235	35	59/13,106
March 6	225	58	68/12,665
March 7	245	50	87/12,374
March 8	270	43	94/13,270
March 9	260	38	81/13,282
Date	Wind direction (deg)	Wind speed (kts)	Max speed/height
March 10	215	20	74/13,305

≡ February 19 2015 data from
https://ruc.noa.gov/raobs/temp/raob_soundings15723tmp

Figure 6

ADS-B & MLAT data for 26 Jan 2015

A few words about Planefinder.net :

Plane Finder has a global network of data feeds and antennas radars that receive data broadcast directly from aircraft for flight tracking. The primary technologies used are ADS-B and MLAT.

All aircraft carry units within their avionics system called transponders (transmitter and responder). These transponders, at the most basic level, emit a four digit signal that can be controlled via a panel on the instrument panel.

MLAT Flight Tracking

Many smaller and older commercial aircraft along with most general aviation planes **do not have full ADS-B**. This means that we do receive some data but crucially not the GPS position.



ADS-B & MLAT data for 26 Jan 2015

Fig.7 : 1130 UTC (0630 L) to 1145 UTC (0645 L)

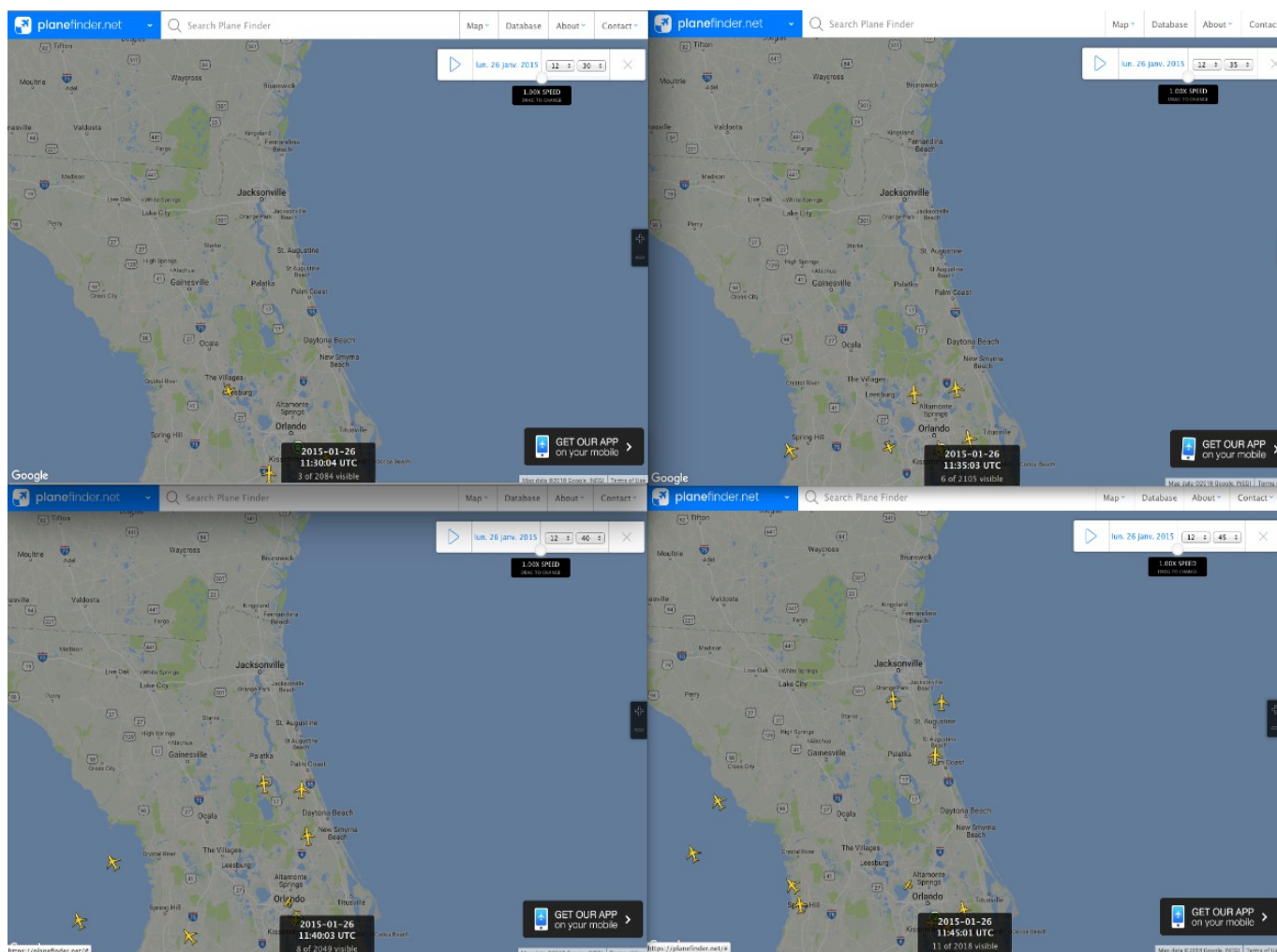


Figure 7

ADS-B & MLAT data for 26 Jan 2015

1130 UTC (0630 L) to 1145 UTC (0645 L) flights of interest Fig.8 & Fig.9

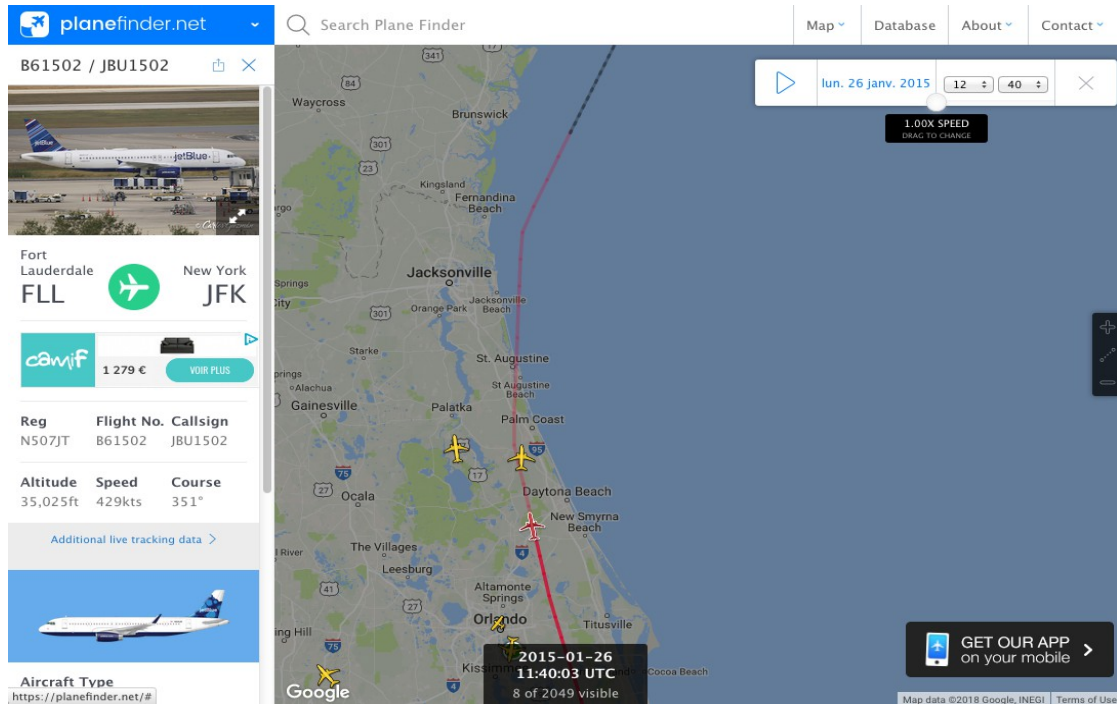


Figure 8

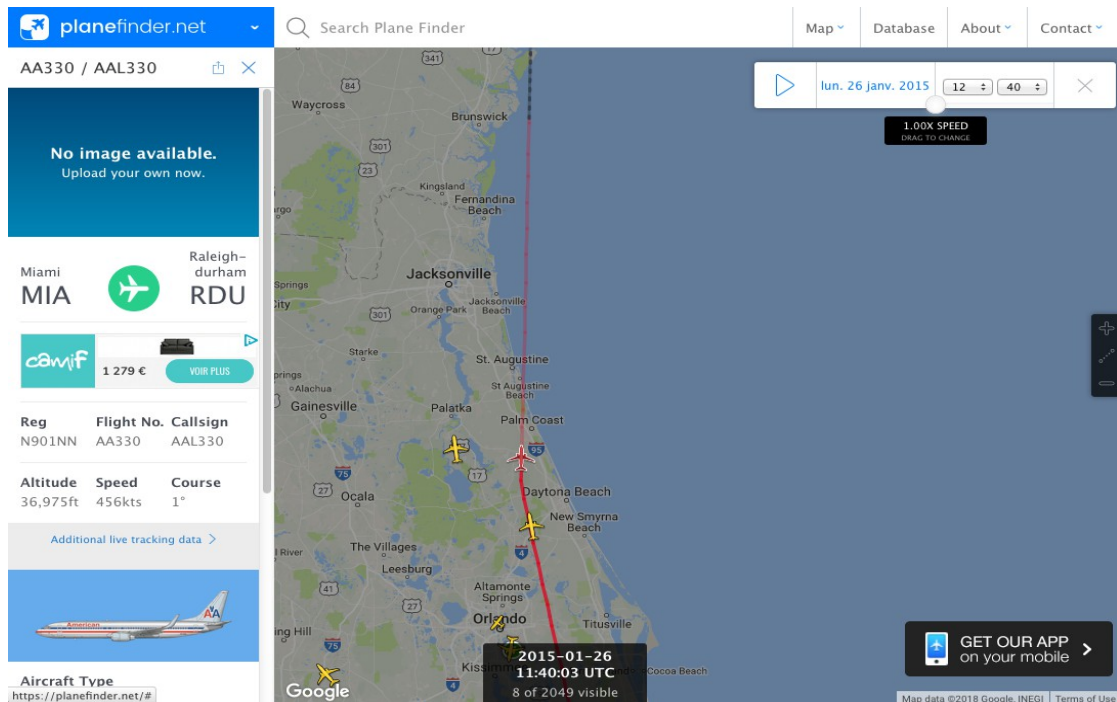


Figure 9

ADS-B & MLAT data for 26 Jan 2015

1130 UTC (0630 L) to 1145 UTC (0645 L) Composite image (Fig.10)

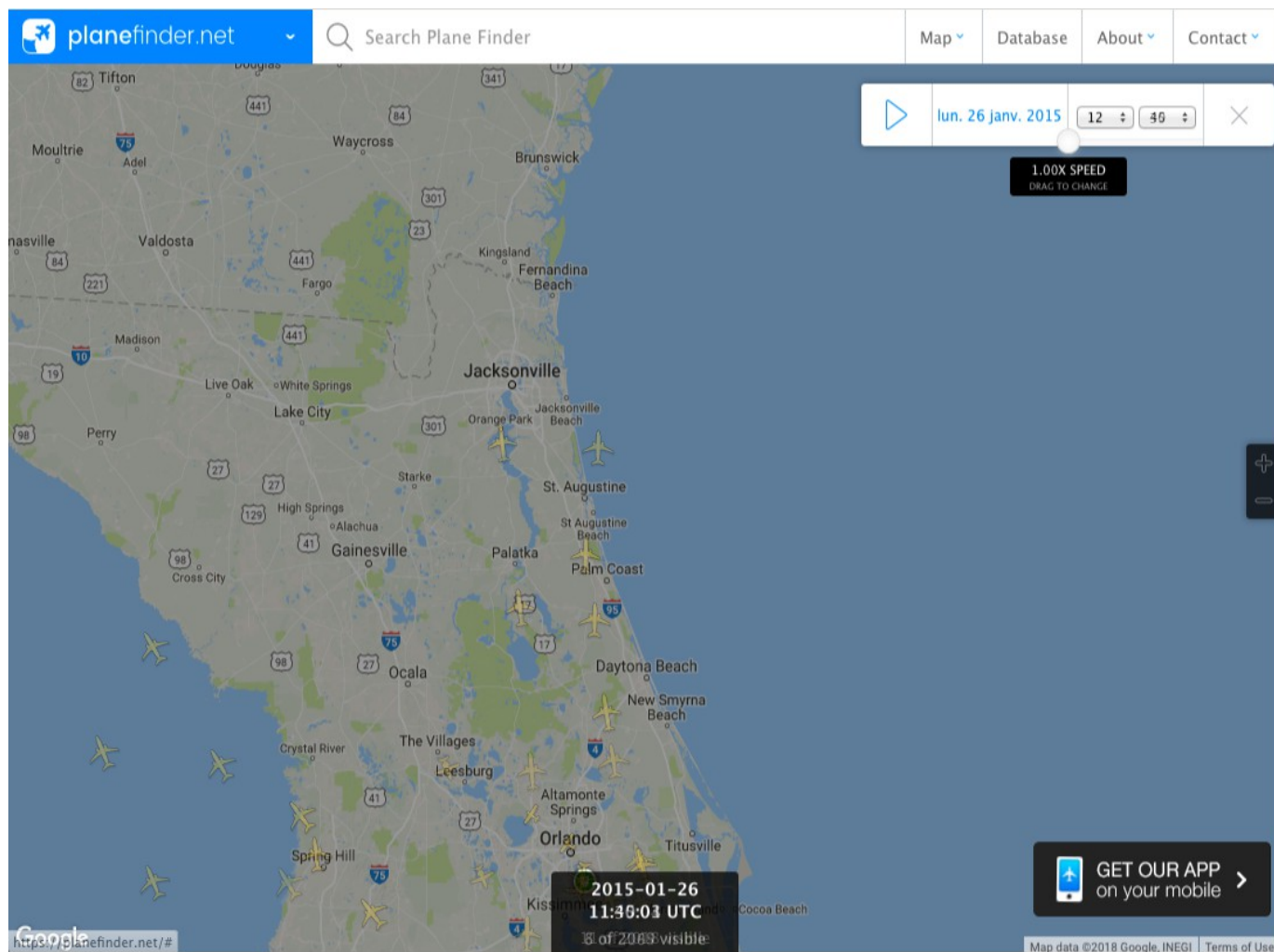


Figure 10

ADS-B & MLAT data for 26 Jan 2015

Figure 11 : **1150 UTC** (0650 L) to **1205 UTC** (0705 L)

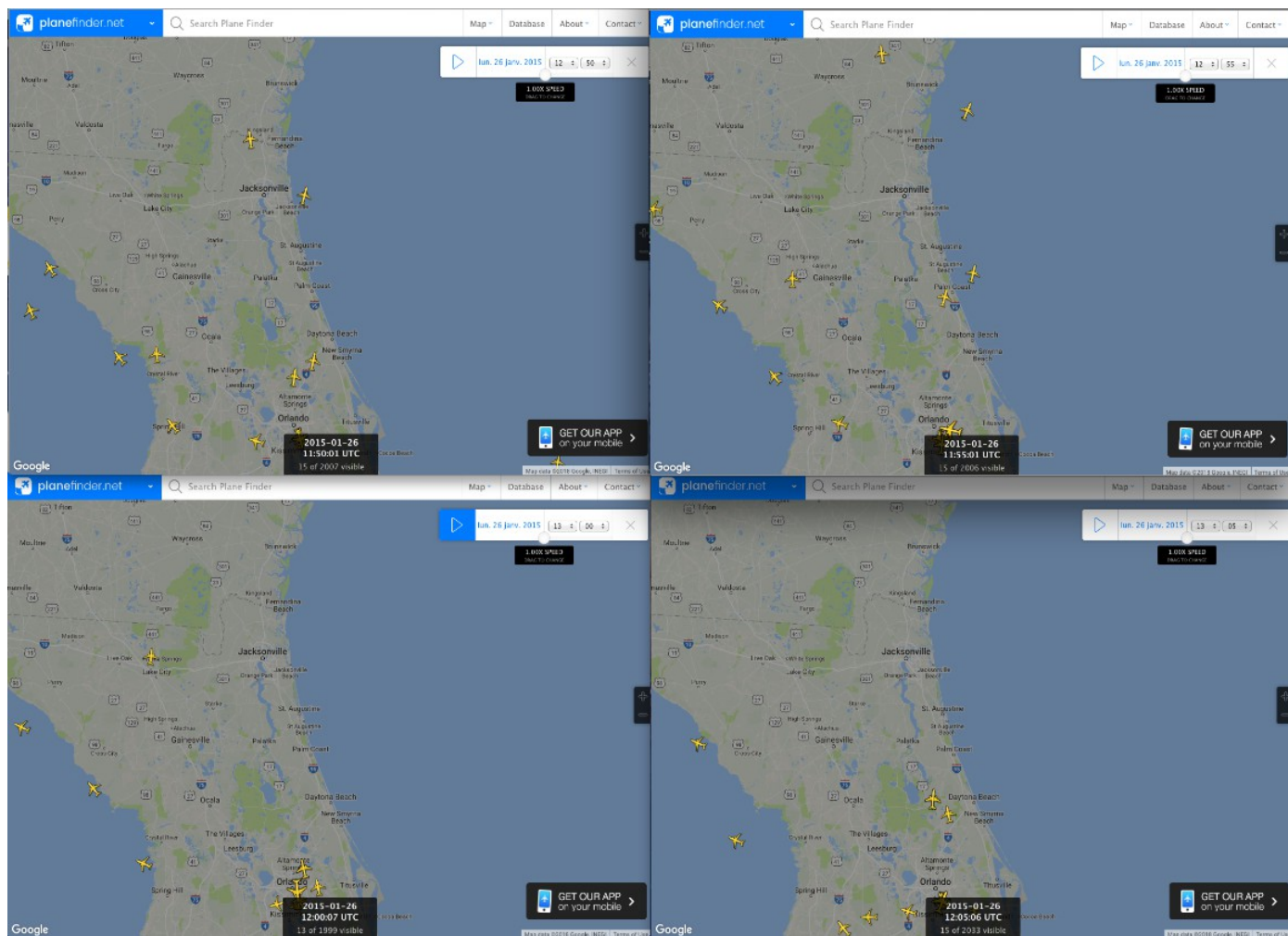


Figure 11

ADS-B & MLAT data for 26 Jan 2015

1150 UTC (0650 L) to 1205 UTC (0705 L) Composite image (Fig.12)

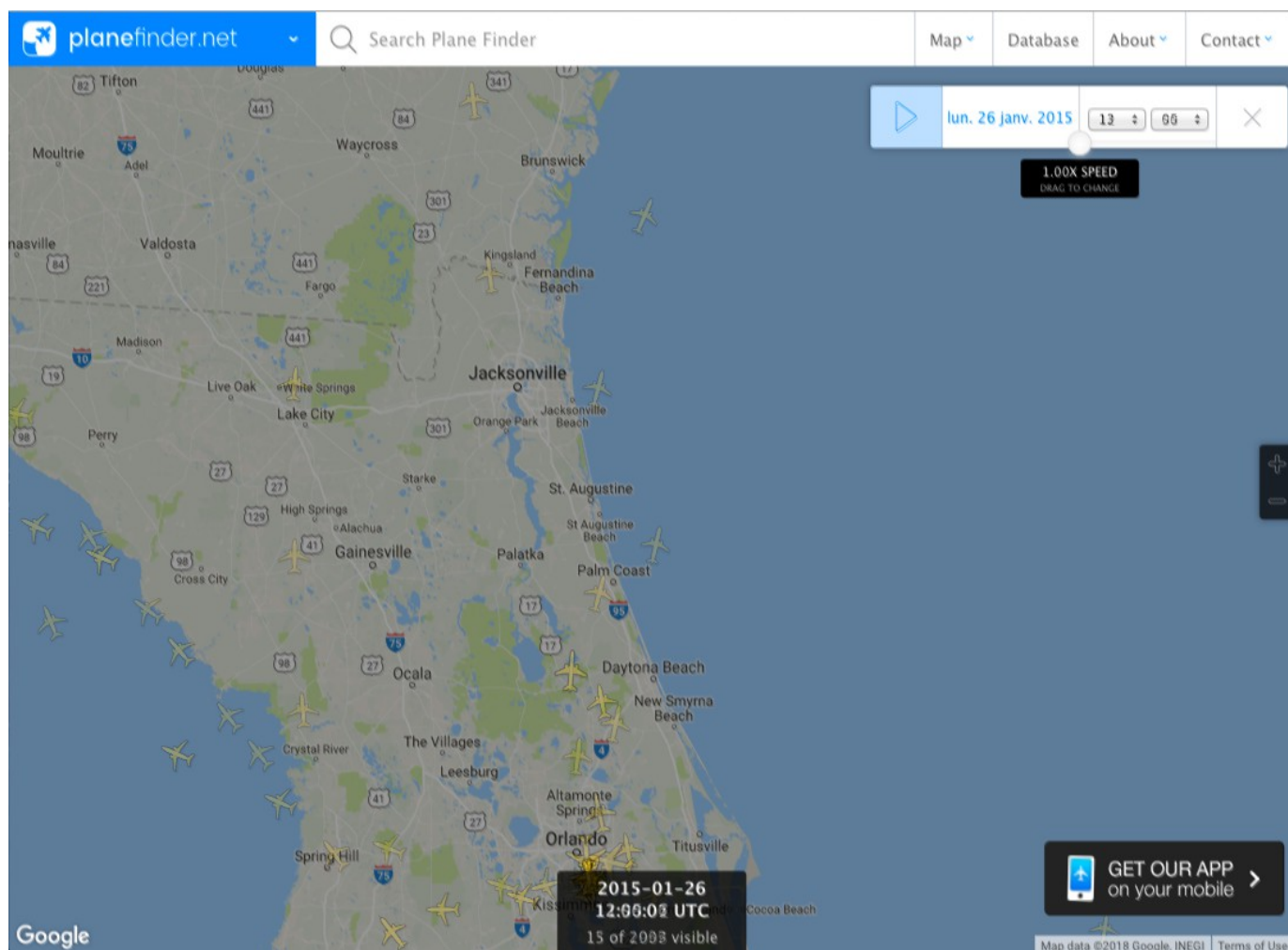


Figure 12

ADS-B & MLAT data for 26 Jan 2015

Figure 13 : 1210 UTC (0710 L) to 1225 UTC (0725 L)

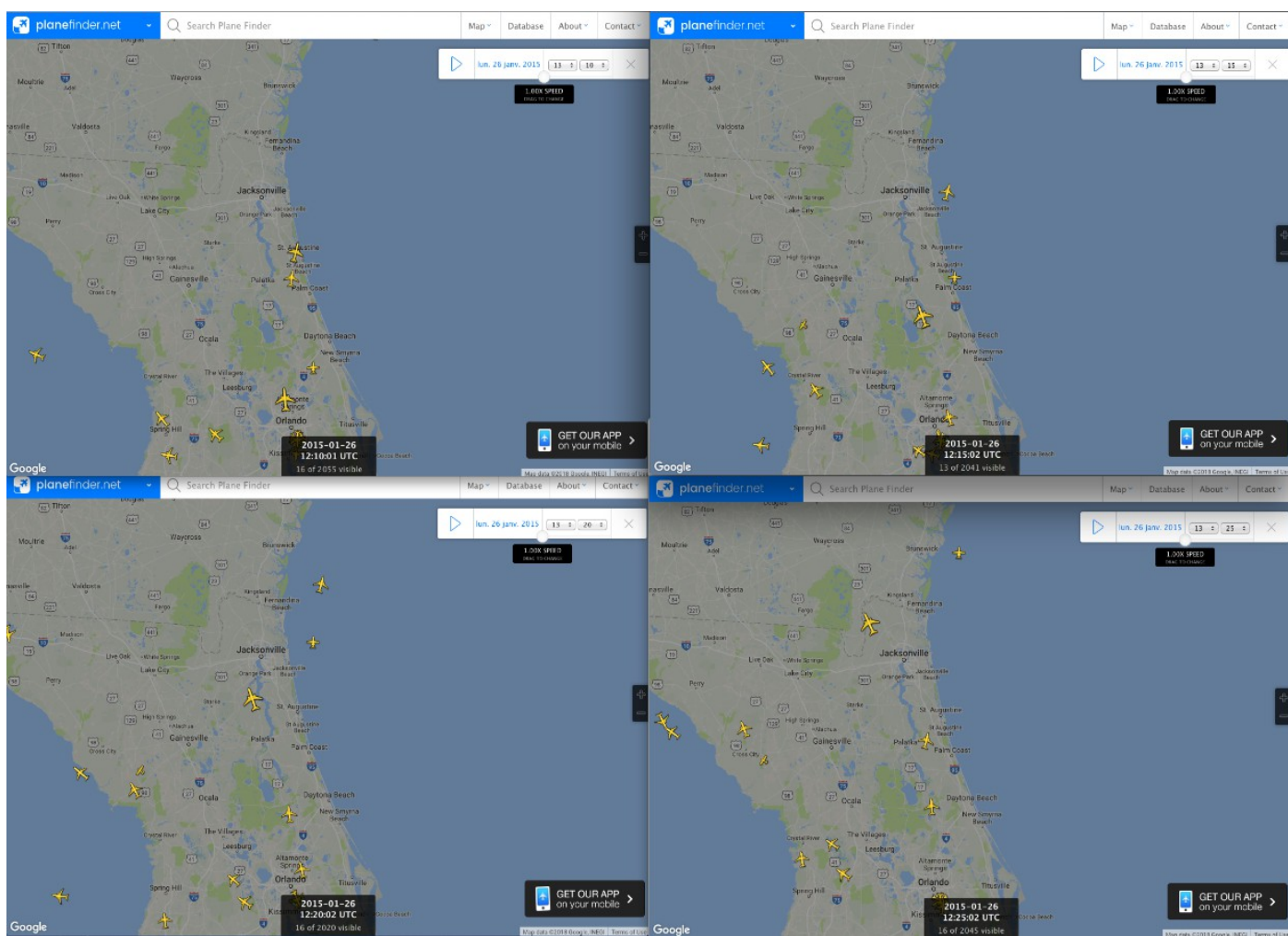


Figure 13

ADS-B & MLAT data for 26 Jan 2015

1210 UTC (0710 L) to 1225 UTC (0725 L) Composite image (Fig.14)

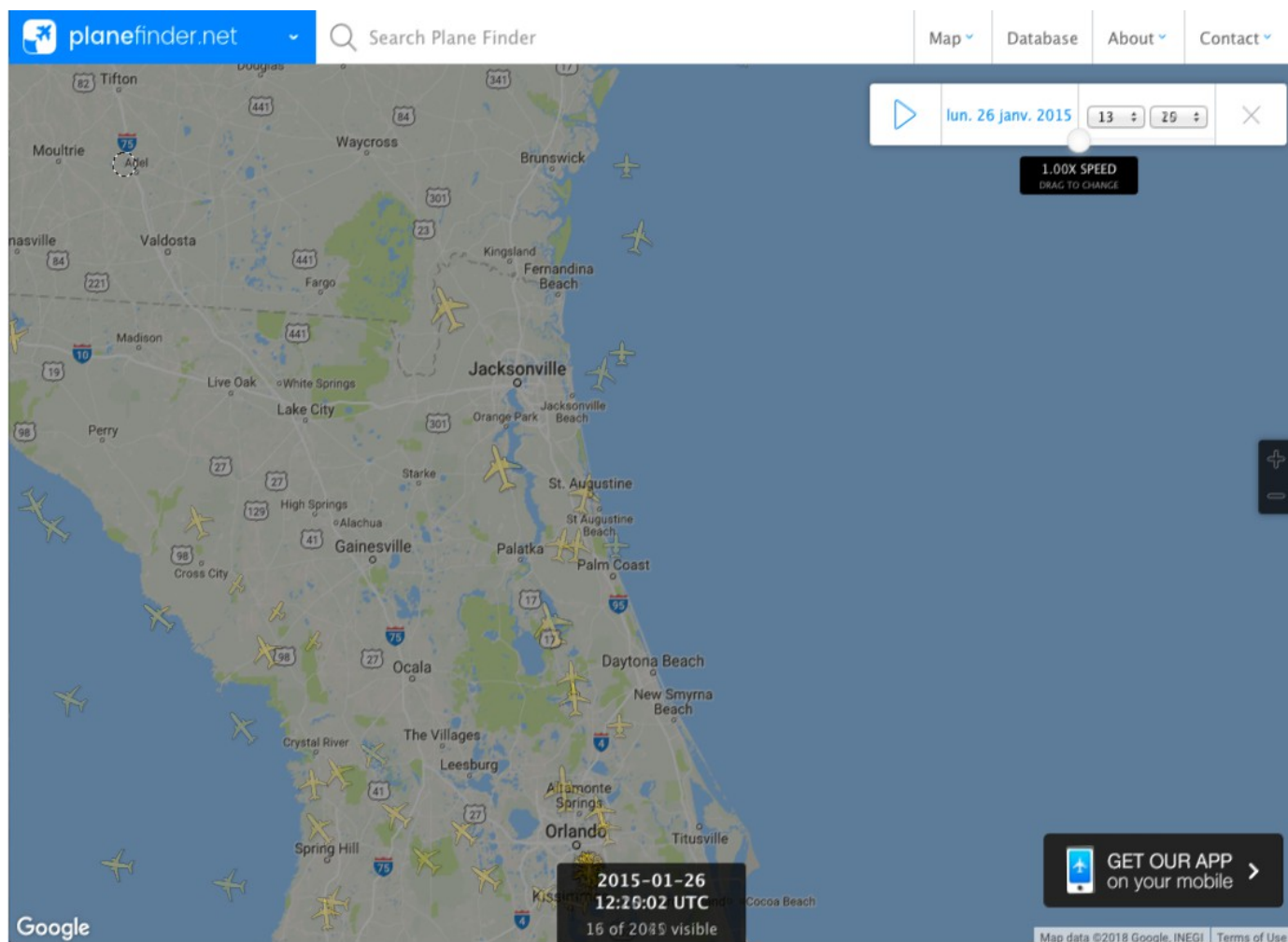


Figure 14

ADS-B & MLAT data for 26 Jan 2015

Figure 15 : 1230 UTC (0730 L) to 1245 UTC (0745 L)

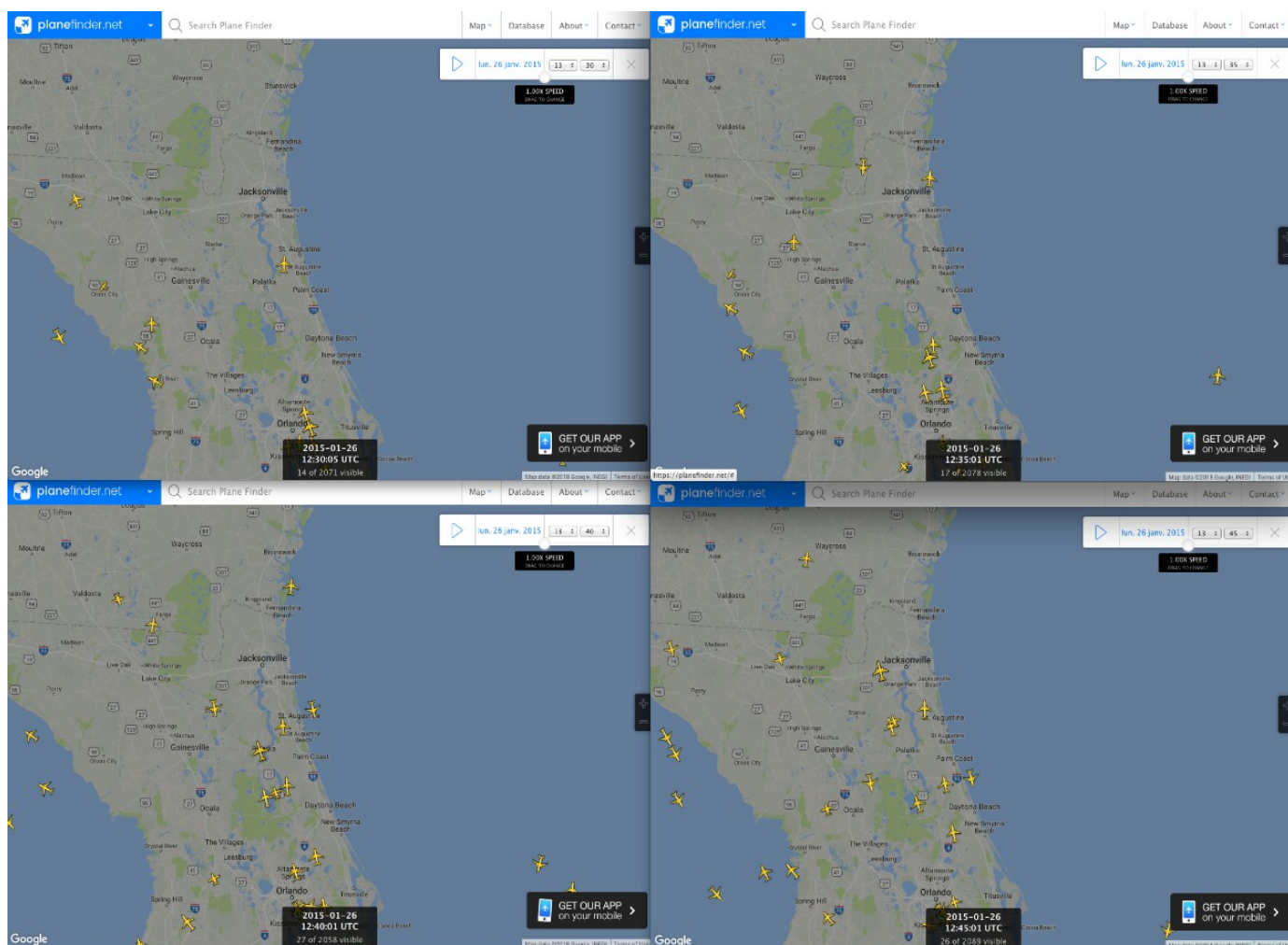


Figure 15

ADS-B & MLAT data for 26 Jan 2015

1230 UTC (0730 L) to 1245 UTC (0745 L) flight of interest (Fig.16)

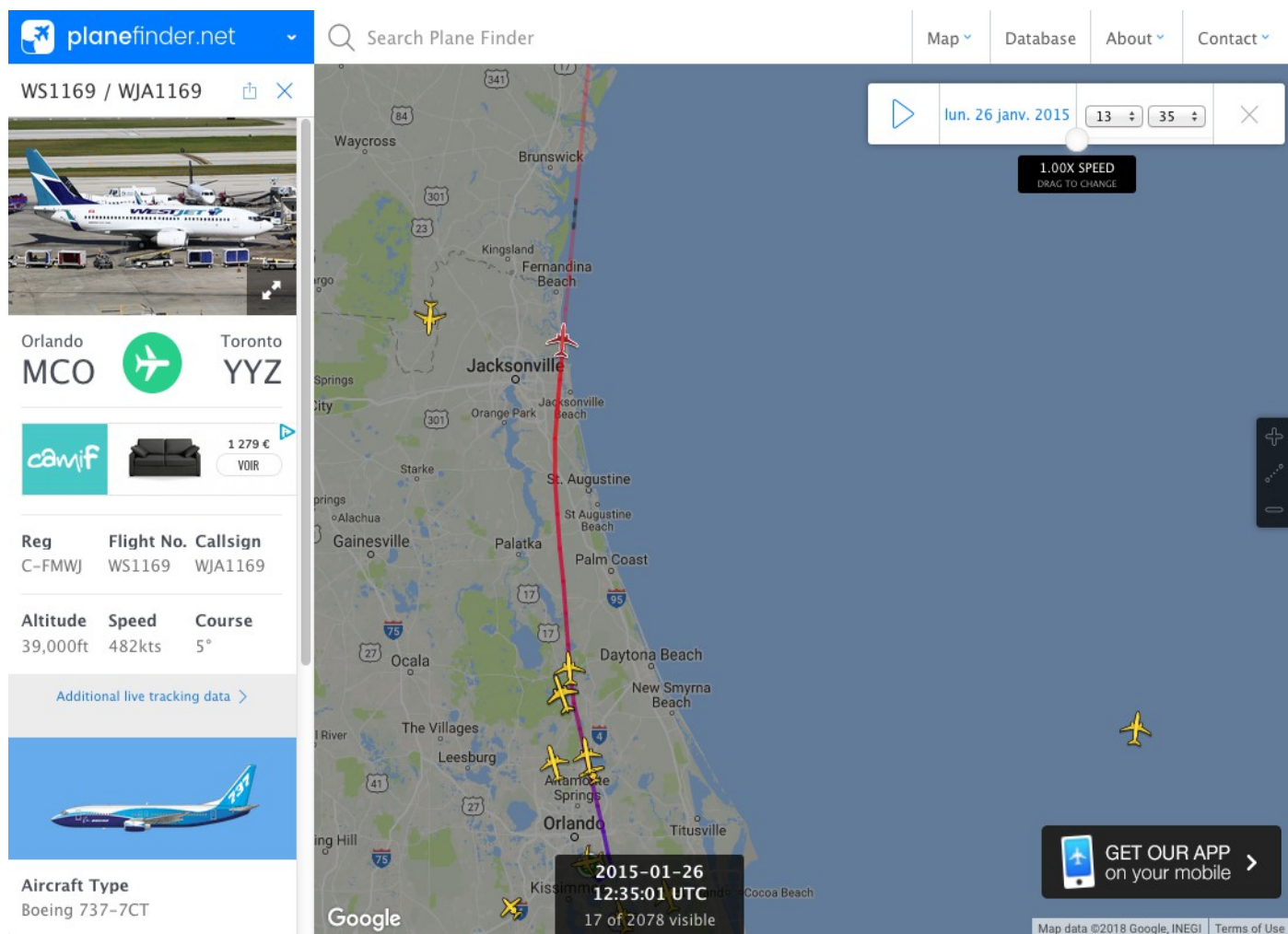


Figure 16

ADS-B & MLAT data for 26 Jan 2015

1230 UTC (0730 L) to 1245 UTC (0745 L) Composite image (Fig.17)

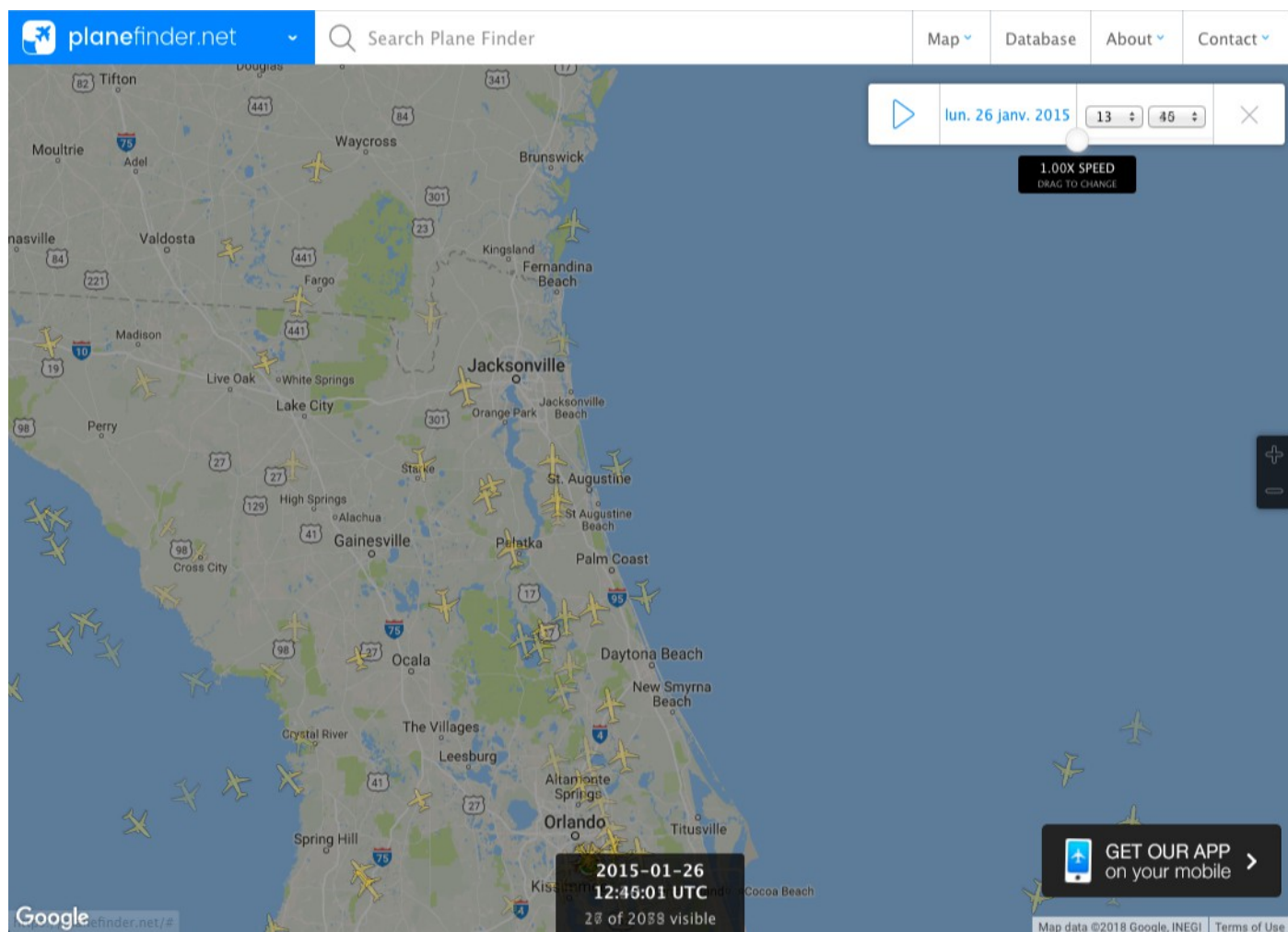


Figure 17

ADS-B & MLAT data for 26 Jan 2015

Figure 18 : **1250 UTC (0750 L) to 1300 UTC (0800 L)**

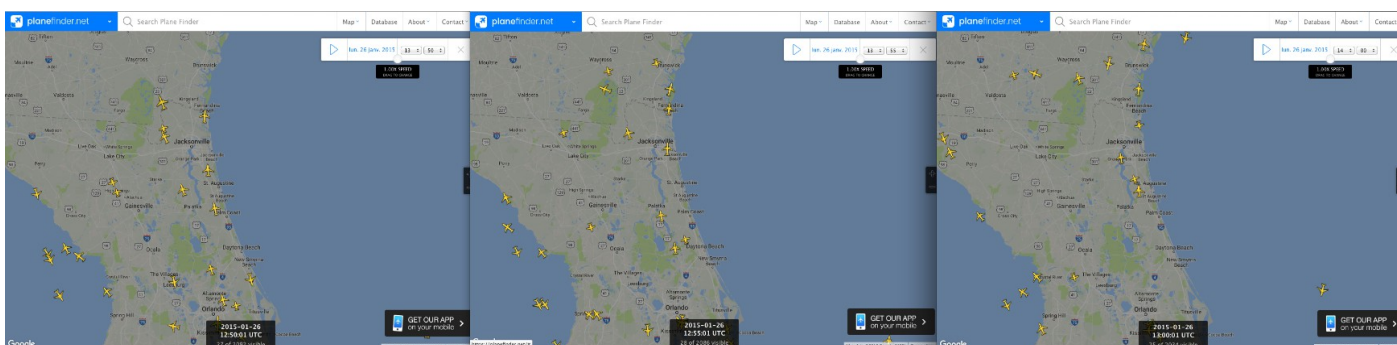


Figure 18

1250 UTC (0750 L) to 1300 UTC (0800 L) Composite image (Fig.19)

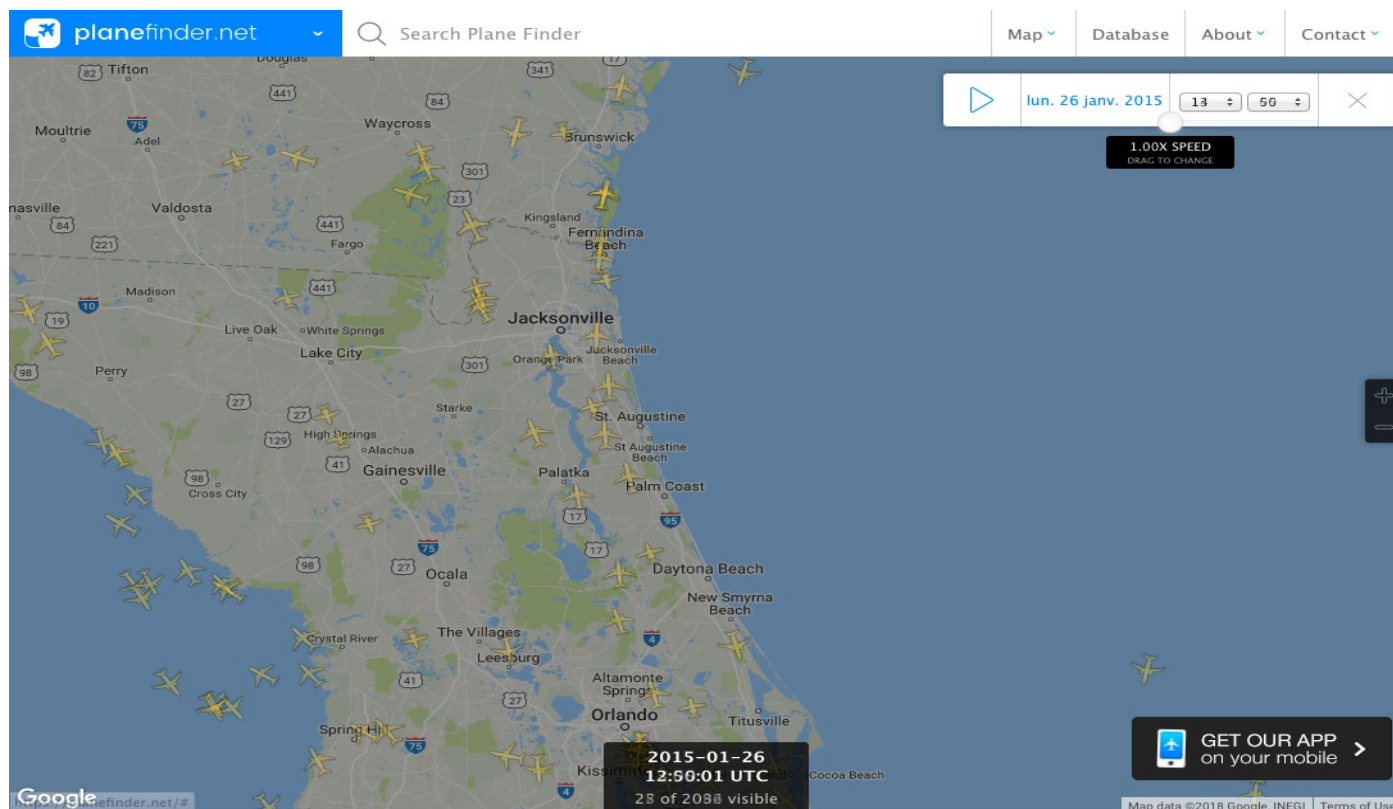


Figure 19

ADS-B & MLAT data for 26 Jan 2015

1250 UTC (0750 L) to 1300 UTC (0800 L) flight of interest (Fig.20 & Fig.21)

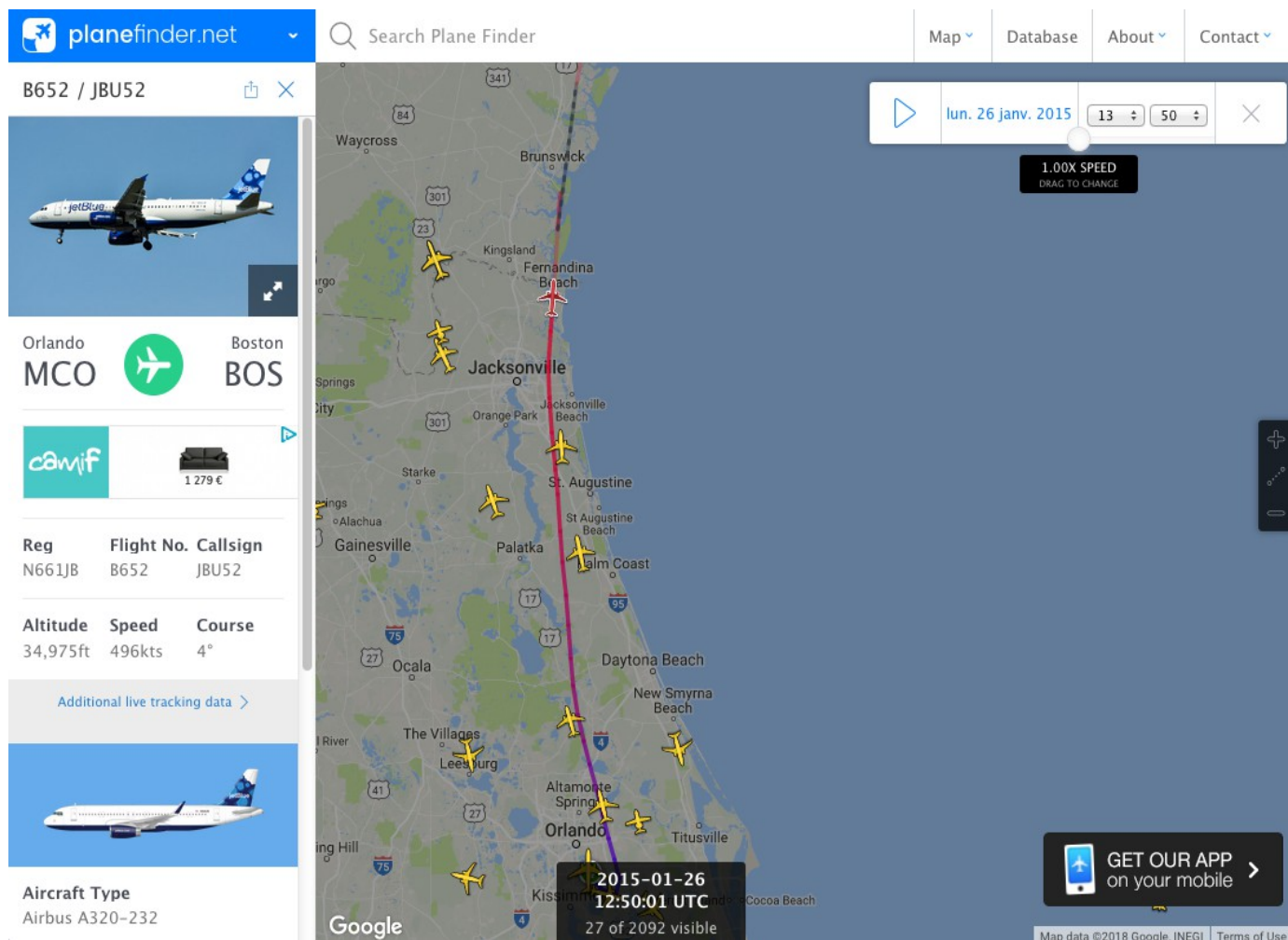


Figure 20

ADS-B & MLAT data for 26 Jan 2015

1250 UTC (0750 L) to 1300 UTC (0800 L) flights of interest (Fig.20 & Fig.21)

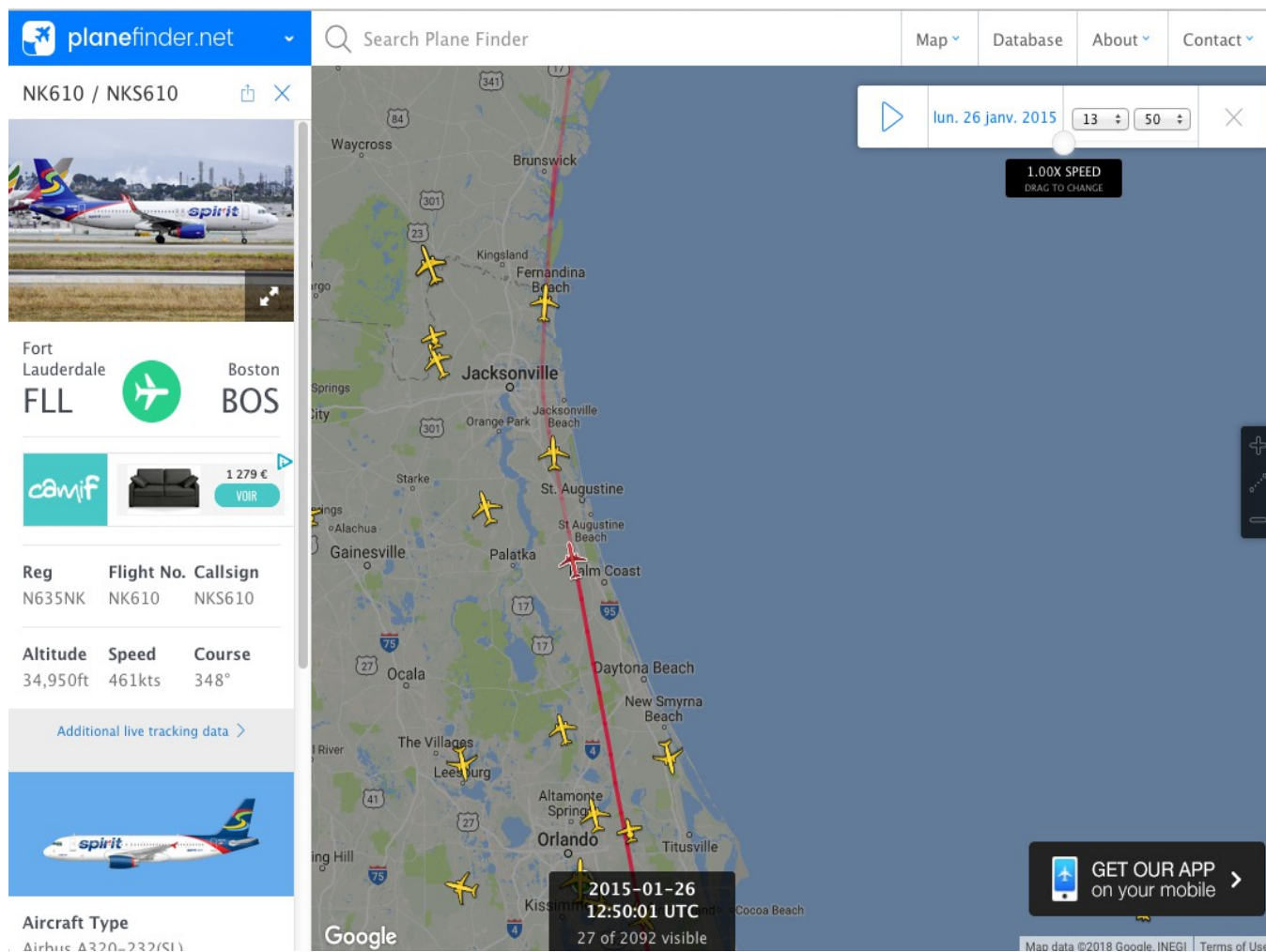


Figure 21

ADS-B & MLAT data for 26 Jan 2015

Figure 22 : 1305 UTC (0805 L) to 1320 UTC (0820 L)

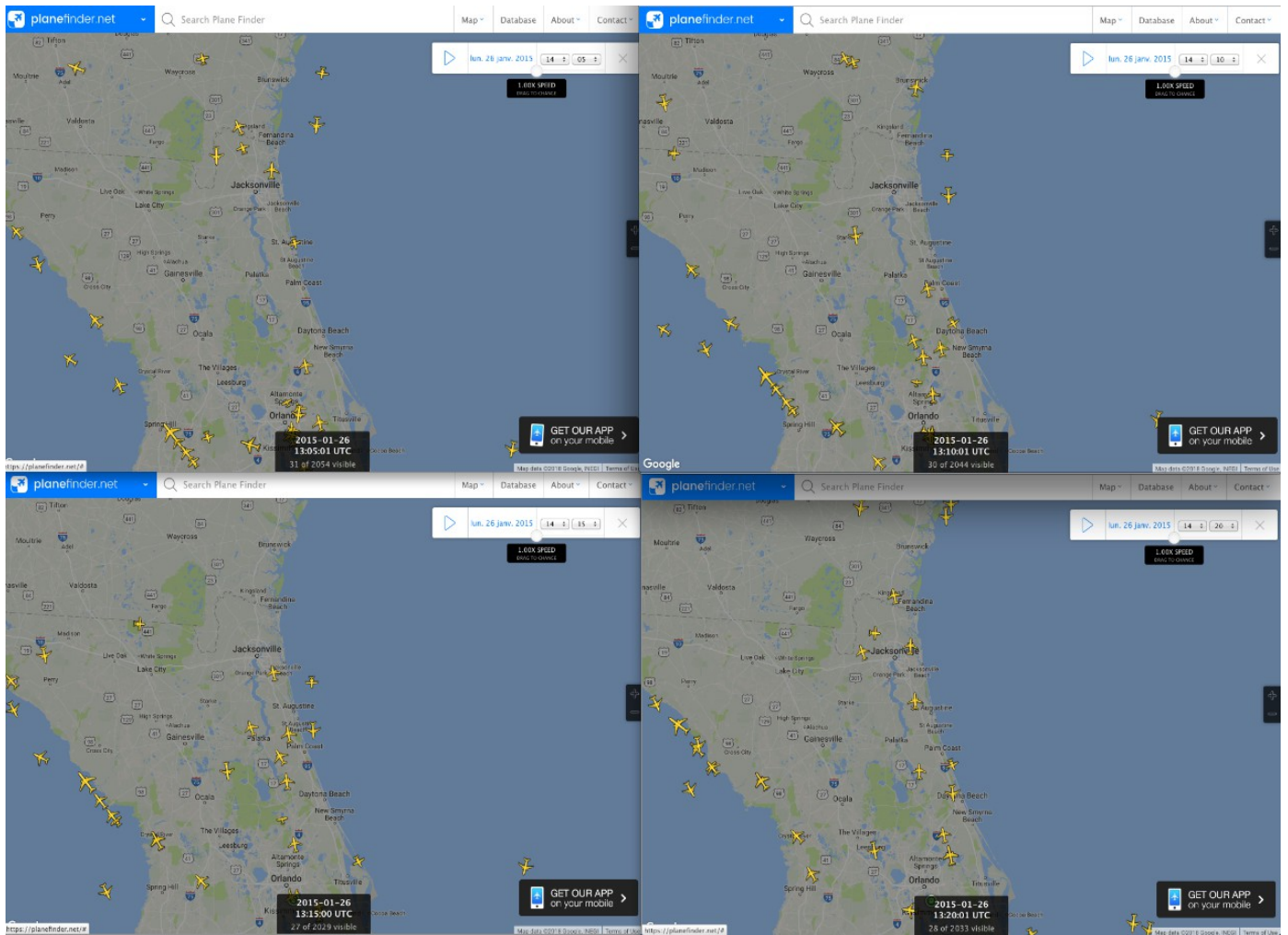


Figure 22

ADS-B & MLAT data for 26 Jan 2015

1305 UTC (0805 L) to 1320 UTC (0820 L) Composite image (Fig.23)

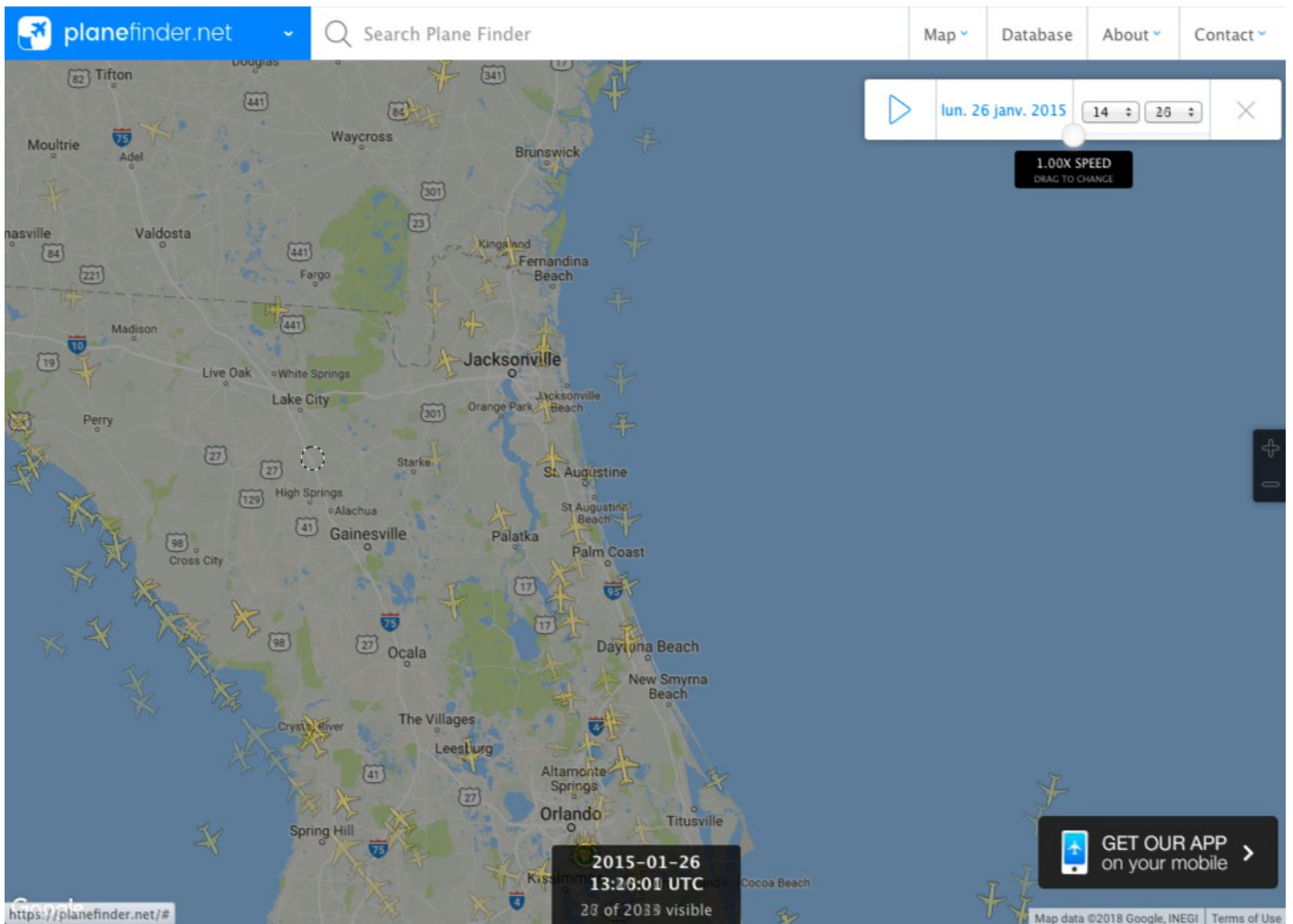


Figure 23

ADS-B & MLAT data for 26 Jan 2015

Figure 24 : **1325 UTC (0825 L)** to **1340 UTC (0840 L)**

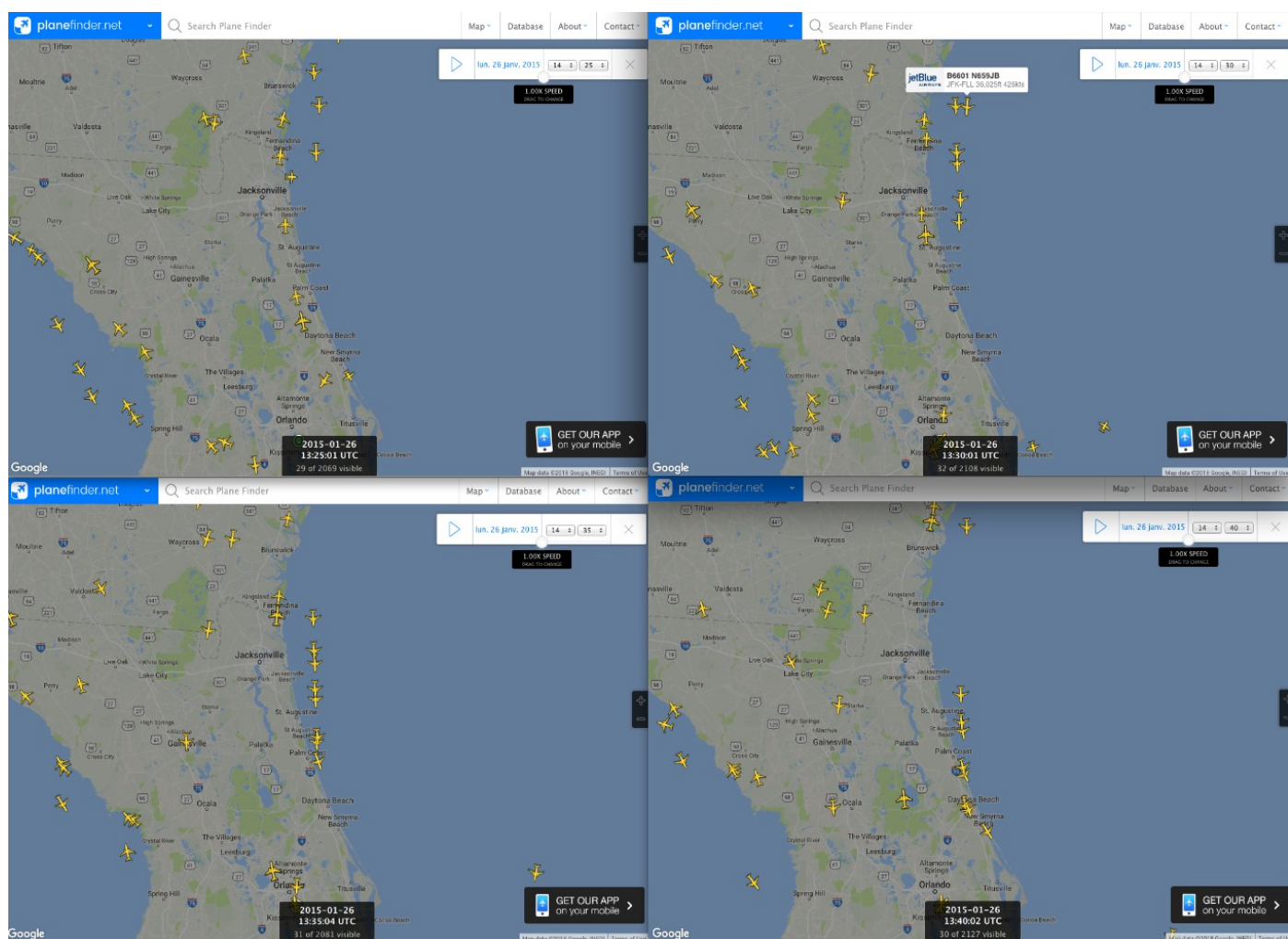


Figure 24

ADS-B & MLAT data for 26 Jan 2015

1325 UTC (0825 L) to 1340 UTC (0840 L) Composite image (Fig.25)

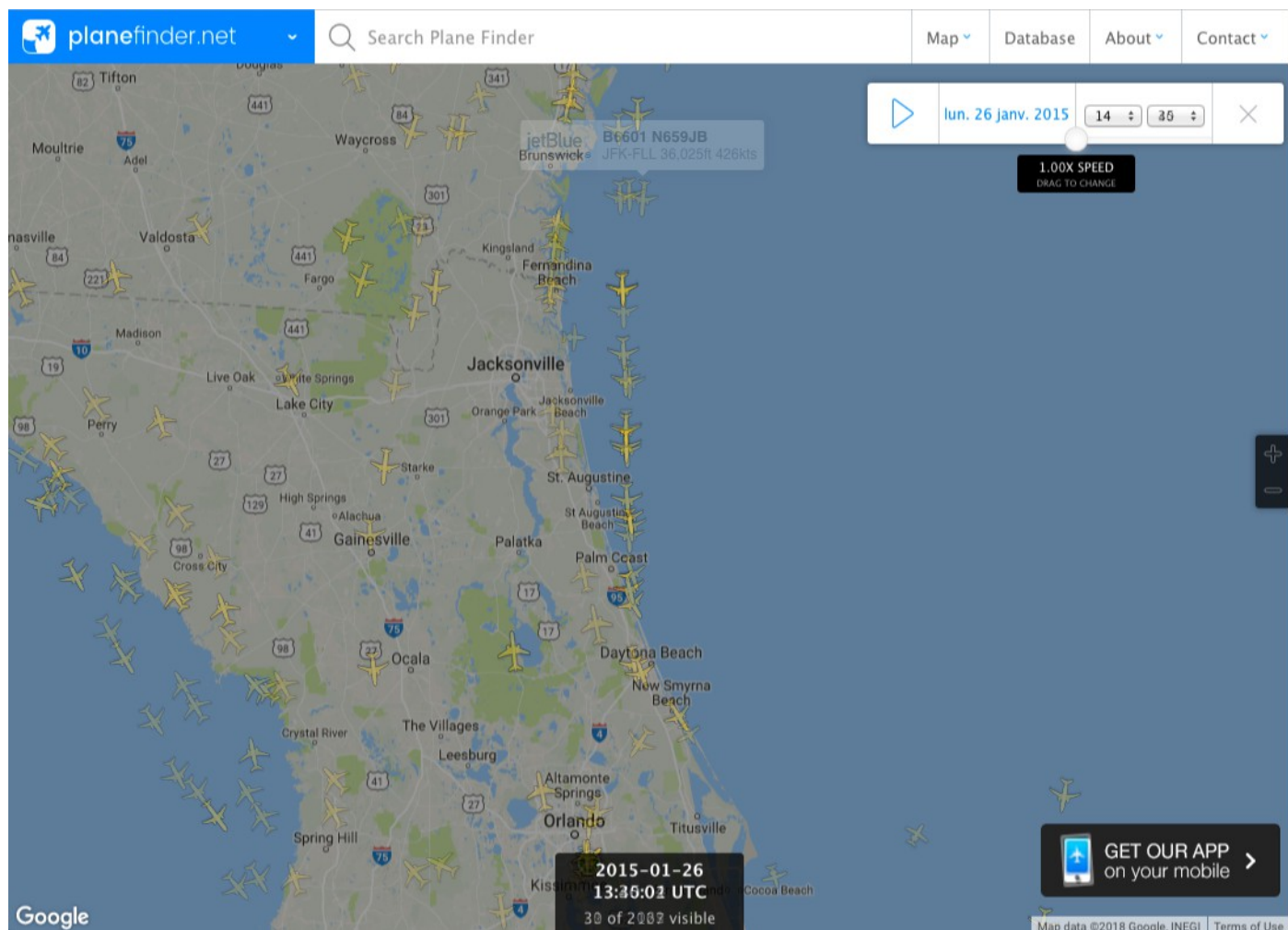


Figure 25

ADS-B & MLAT data for 26 Jan 2015

1325 UTC (0825 L) to 1340 UTC (0840 L) Flight of interest (Fig.26 & Fig.27)

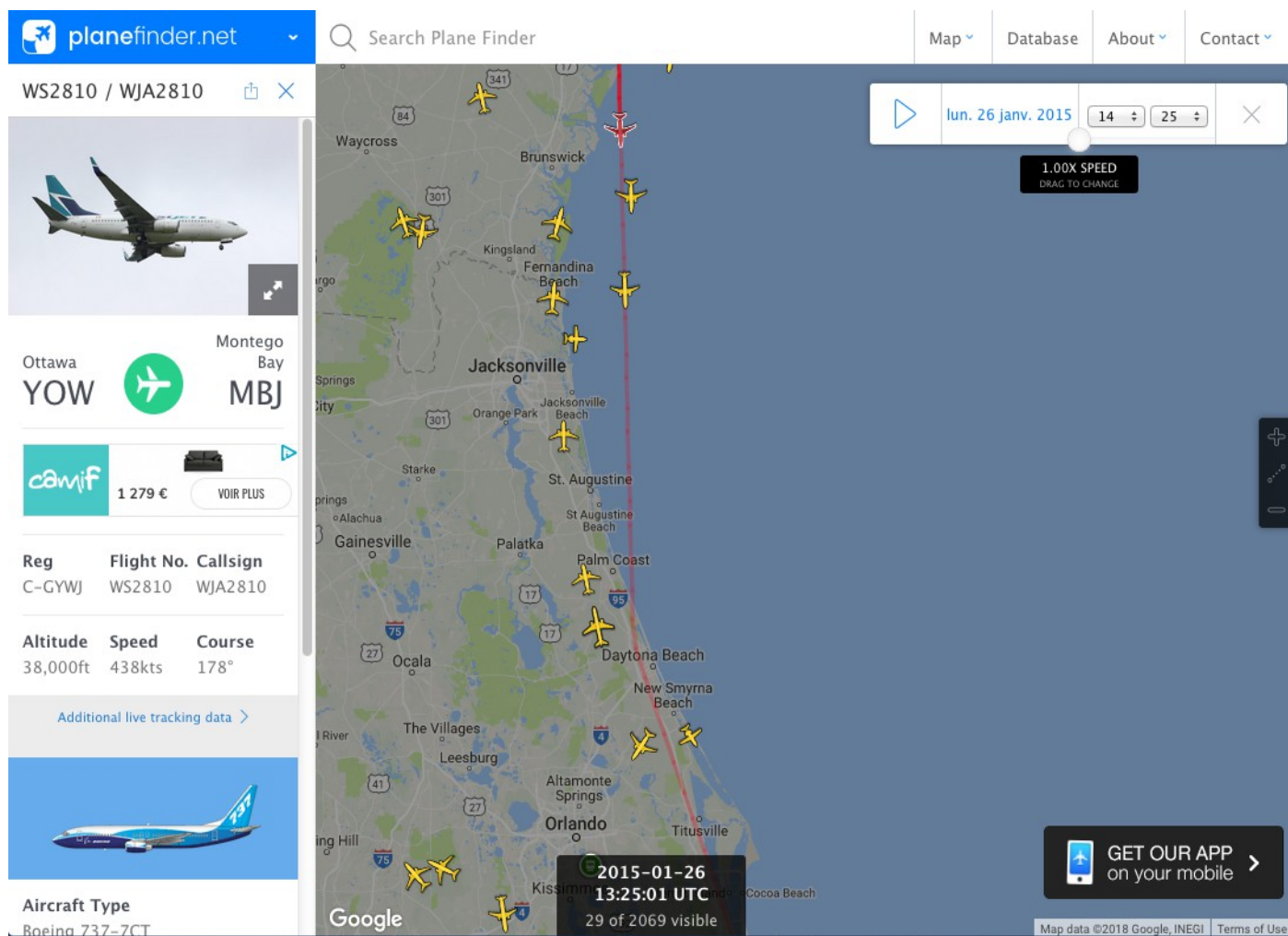


Figure 26

ADS-B & MLAT data for 26 Jan 2015

1325 UTC (0825 L) to 1340 UTC (0840 L) Flights of interest (Fig.26 & Fig.27)

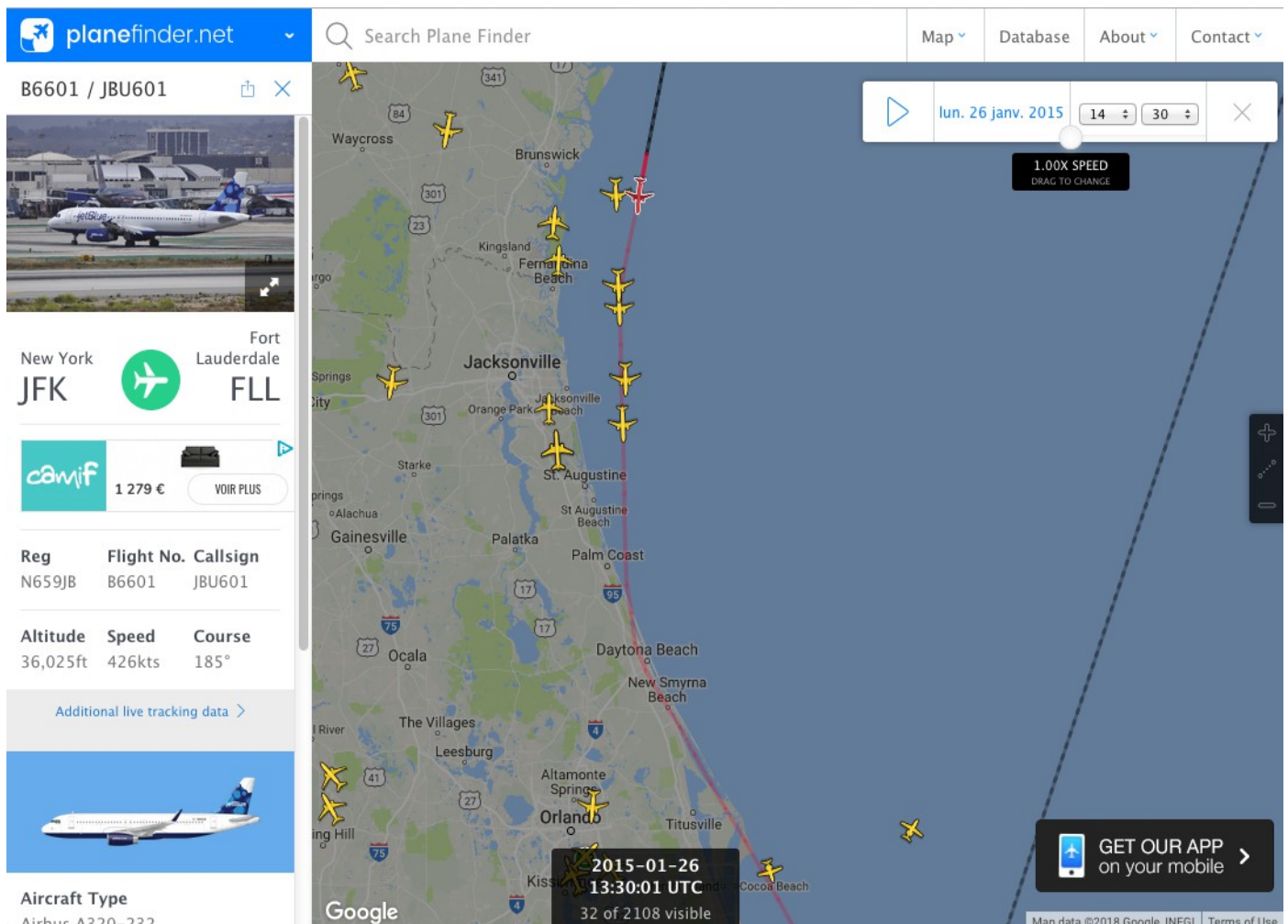


Figure 27

ADS-B & MLAT data for 18 Feb 2015

Figure 28 : 1130 UTC (0630 L) to 1145 UTC (0645 L)

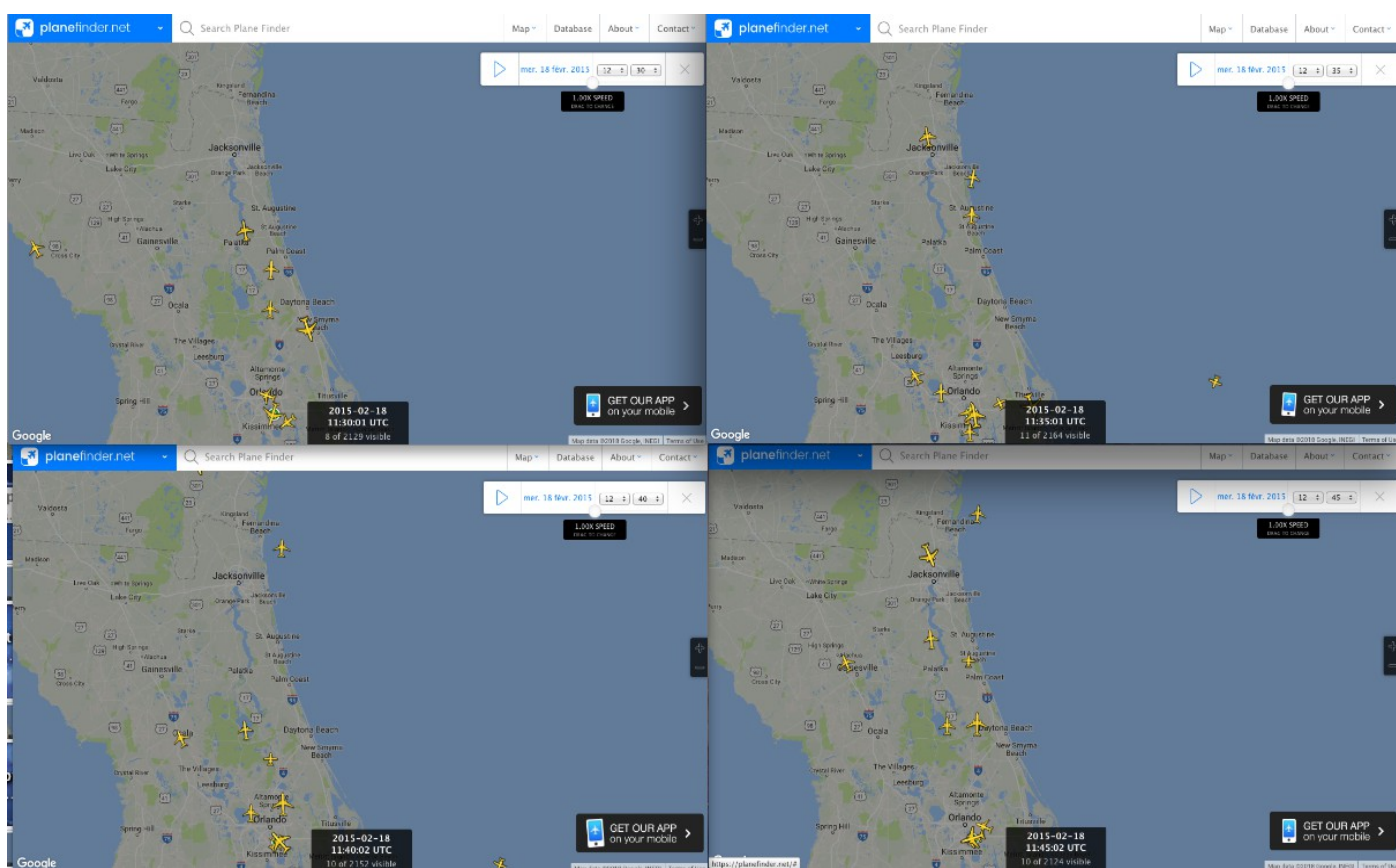


Figure 28

ADS-B & MLAT data for 18 Feb 2015

1130 UTC (0630 L) to 1145 UTC (0645 L) Composite image (Fig.29)

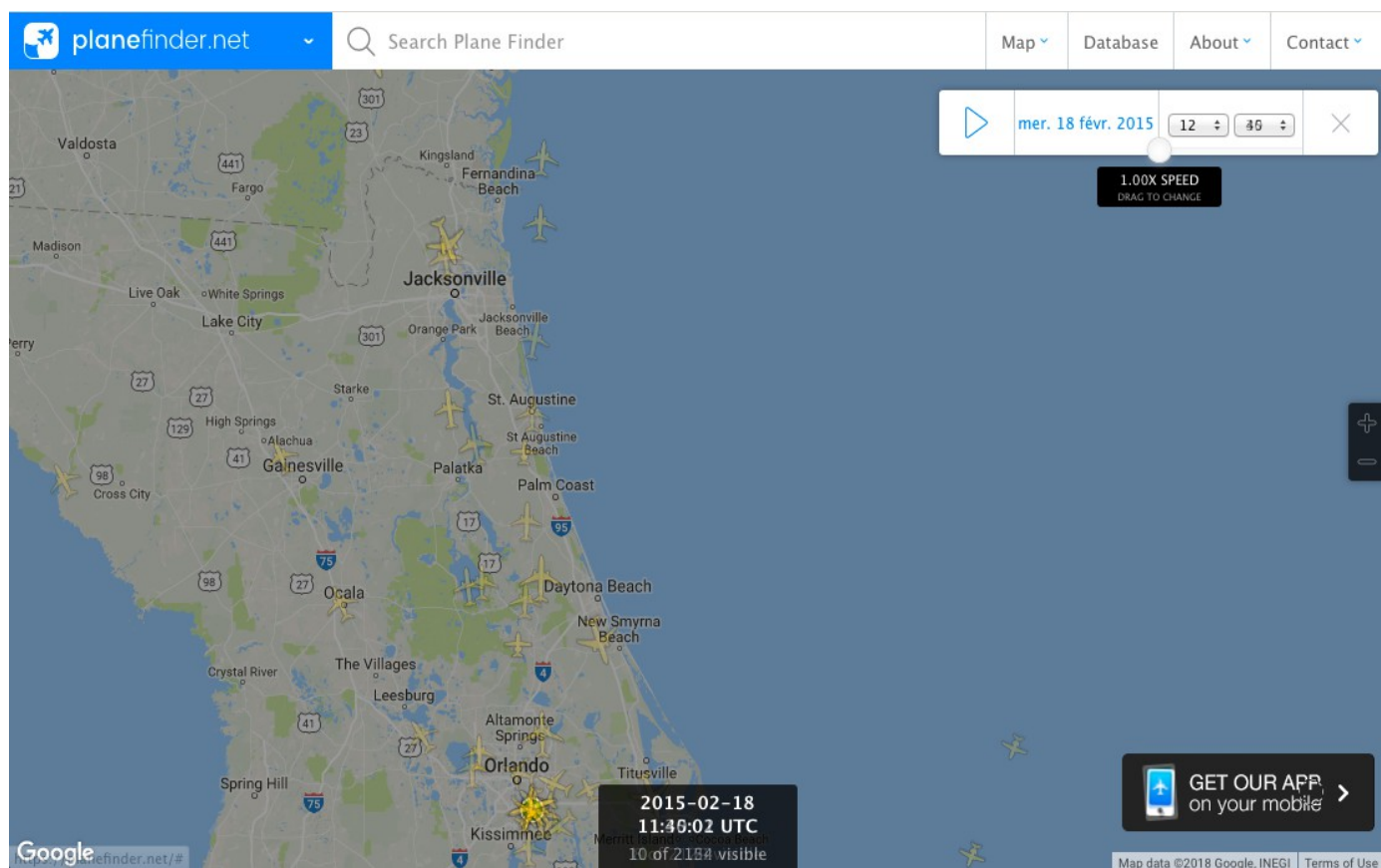


Figure 29

ADS-B & MLAT data for 18 Feb 2015

Figure 30 : 1150 UTC (0650 L) to 1205 UTC (0705 L)

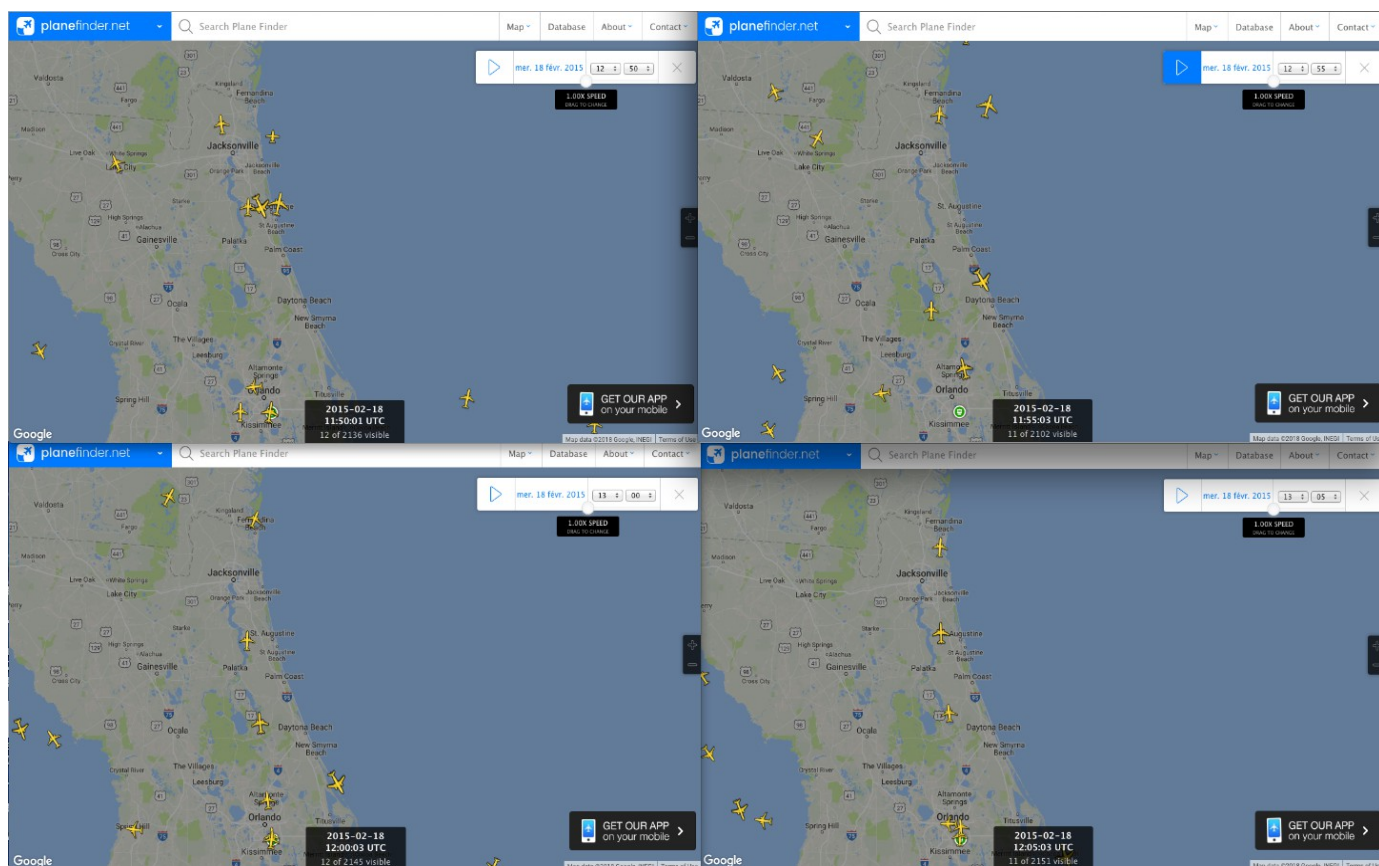


Figure 30

ADS-B & MLAT data for 18 Feb 2015

1150 UTC (0650 L) to 1205 UTC (0705 L) Flight of interest (Fig.31)

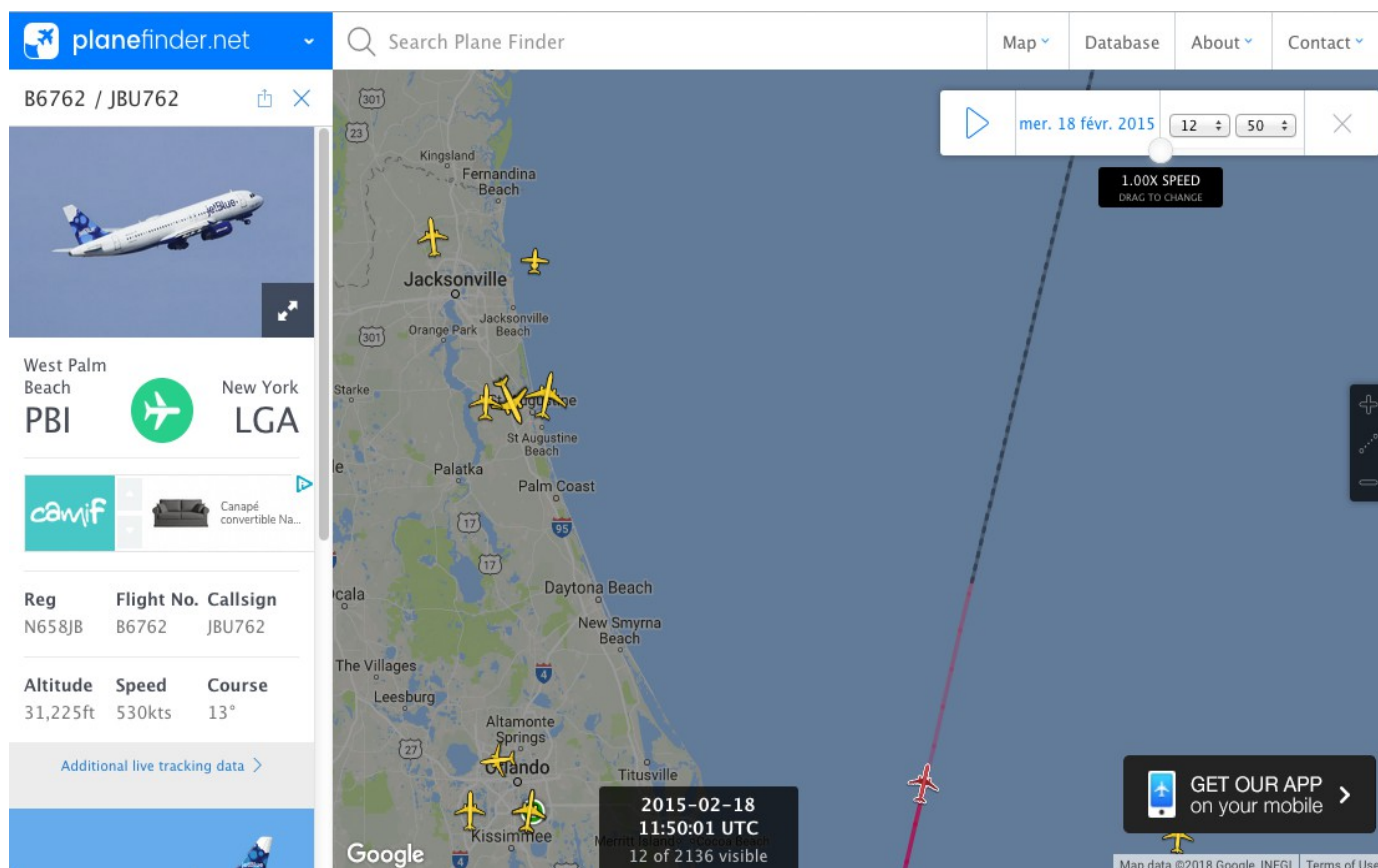


Figure 31

ADS-B & MLAT data for 18 Feb 2015

1150 UTC (0650 L) to 1205 UTC (0705 L) Composite image (Fig.32)

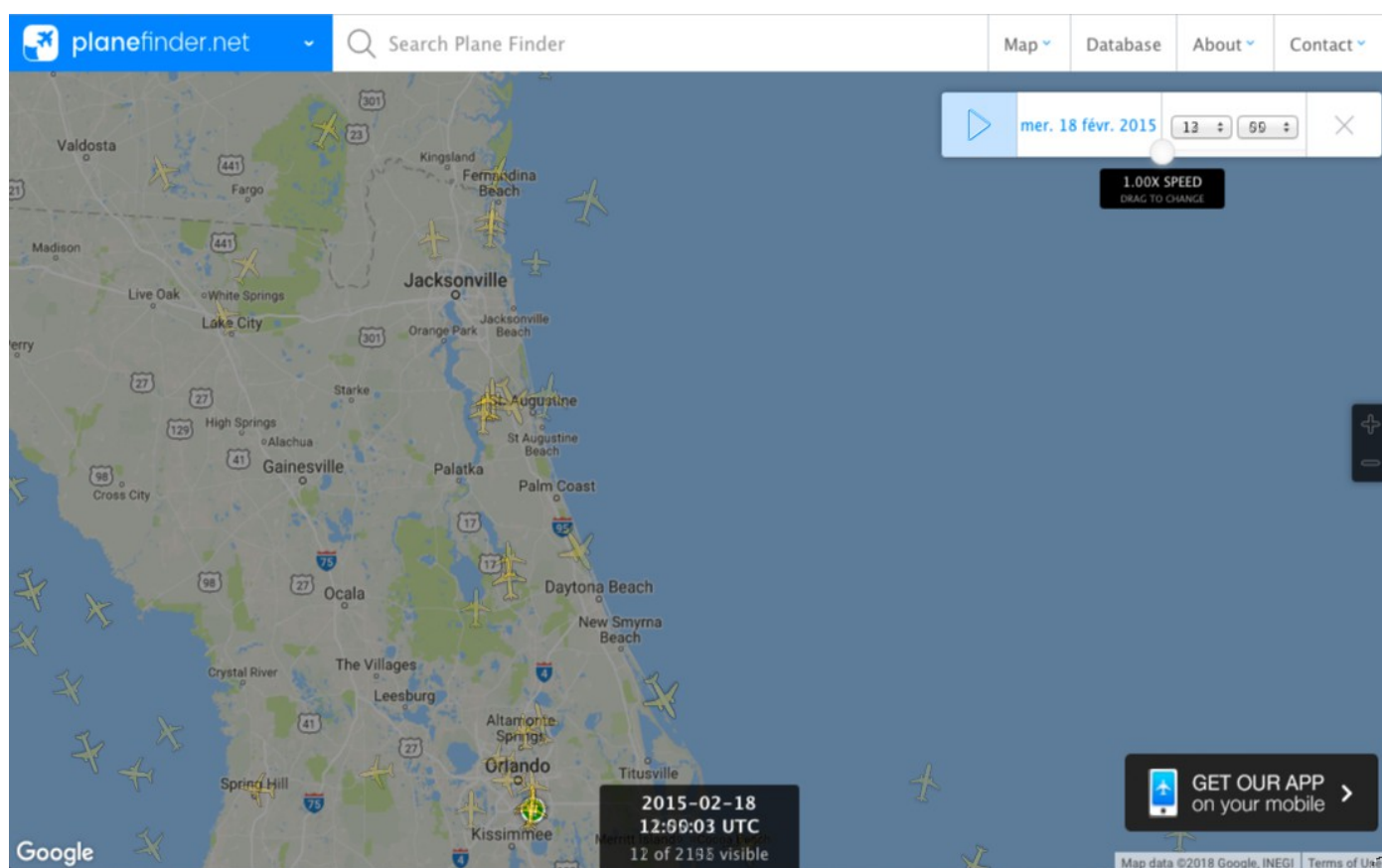


Figure 32

ADS-B & MLAT data for 18 Feb 2015

Figure 33 : 1210 UTC (0710 L) to 1225 UTC (0725 L)

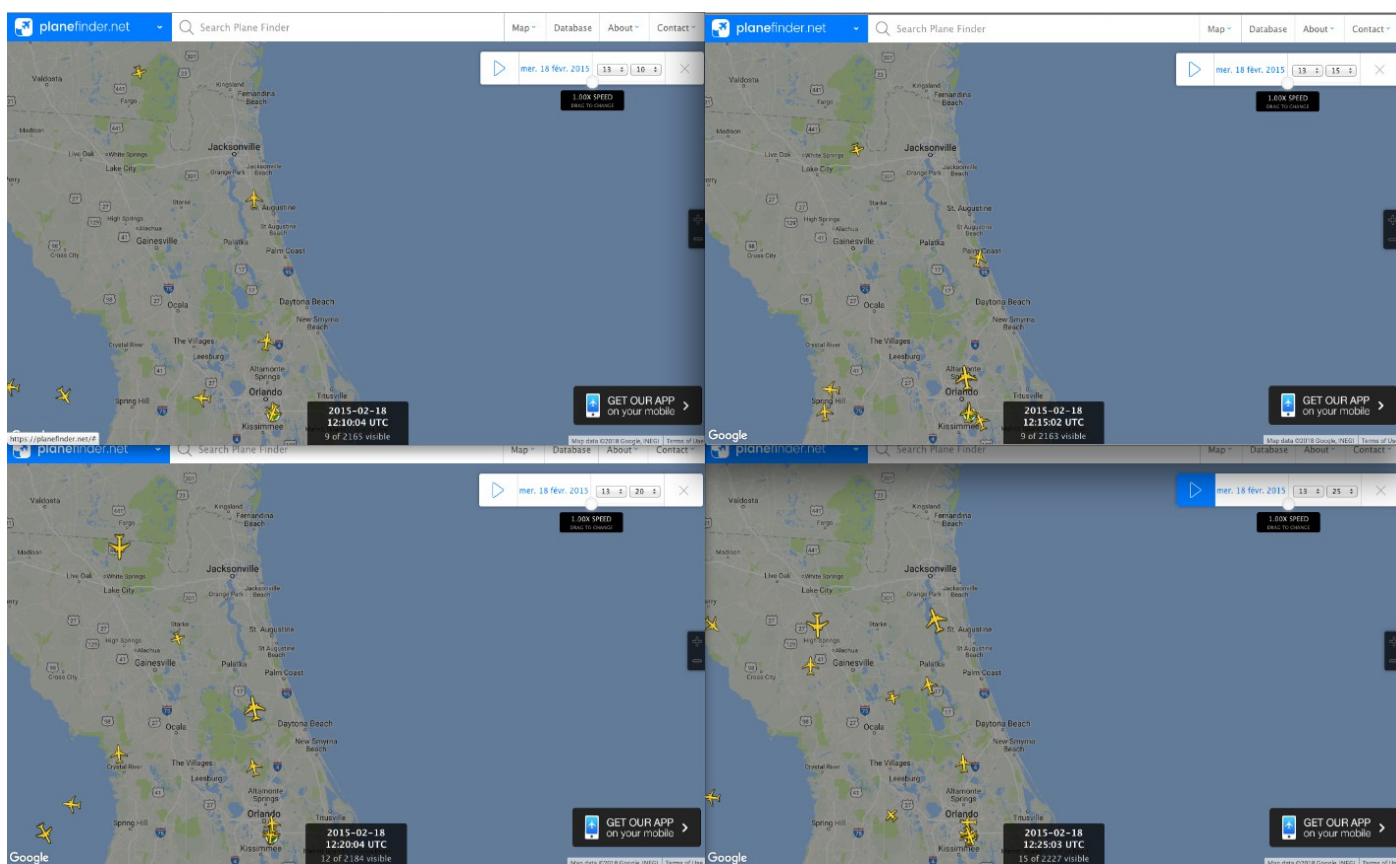


Figure 33

ADS-B & MLAT data for 18 Feb 2015

1210 UTC (0710 L) to 1225 UTC (0725 L) Composite image (Fig.34)

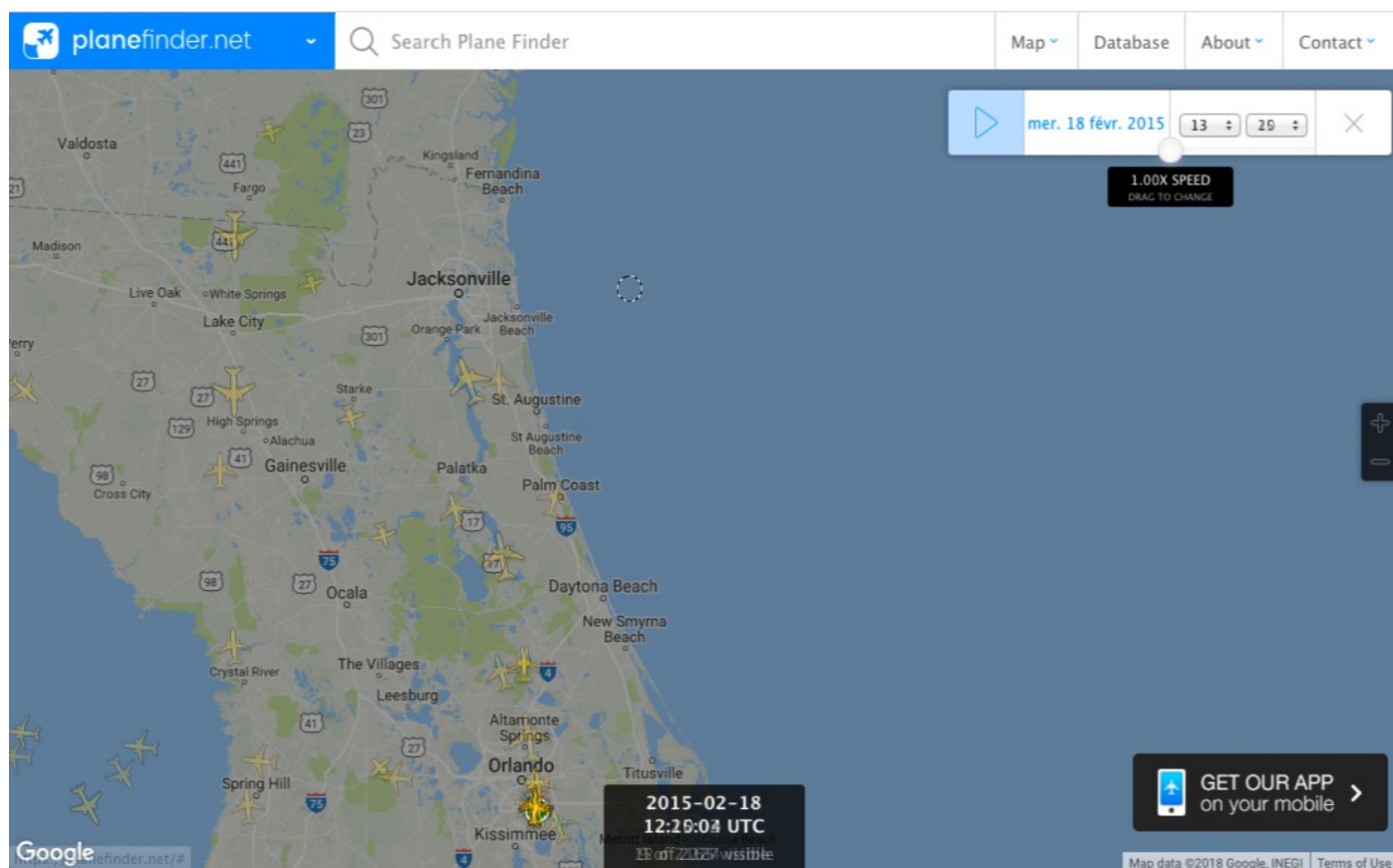


Figure 34

ADS-B & MLAT data for 18 Feb 2015

Figure 35 : 1230 UTC (0730 L) to 1245 UTC (0745 L)

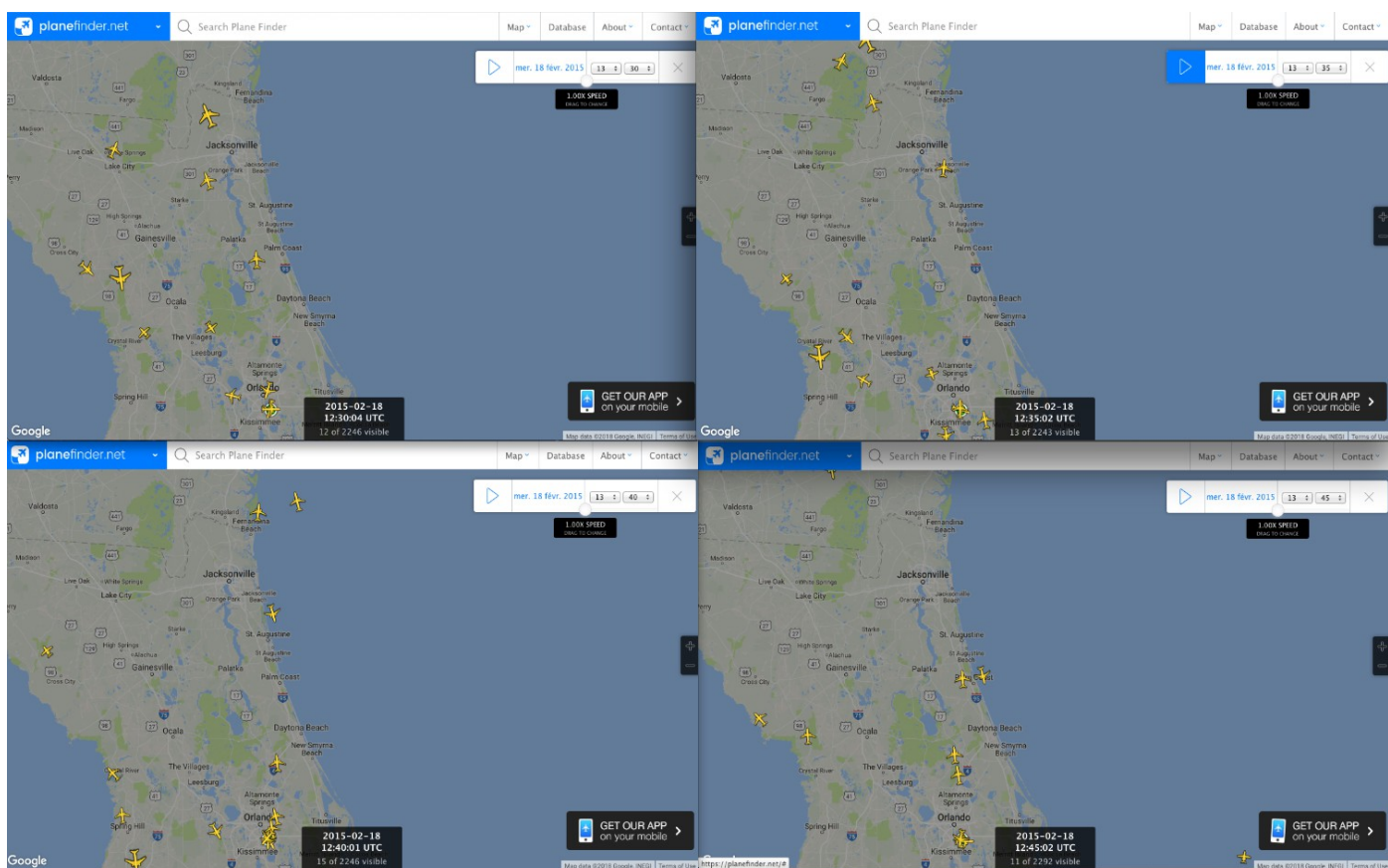


Figure 35

ADS-B & MLAT data for 18 Feb 2015

1230 UTC (0730 L) to 1245 UTC (0745 L) Flight of interest (Fig.36)

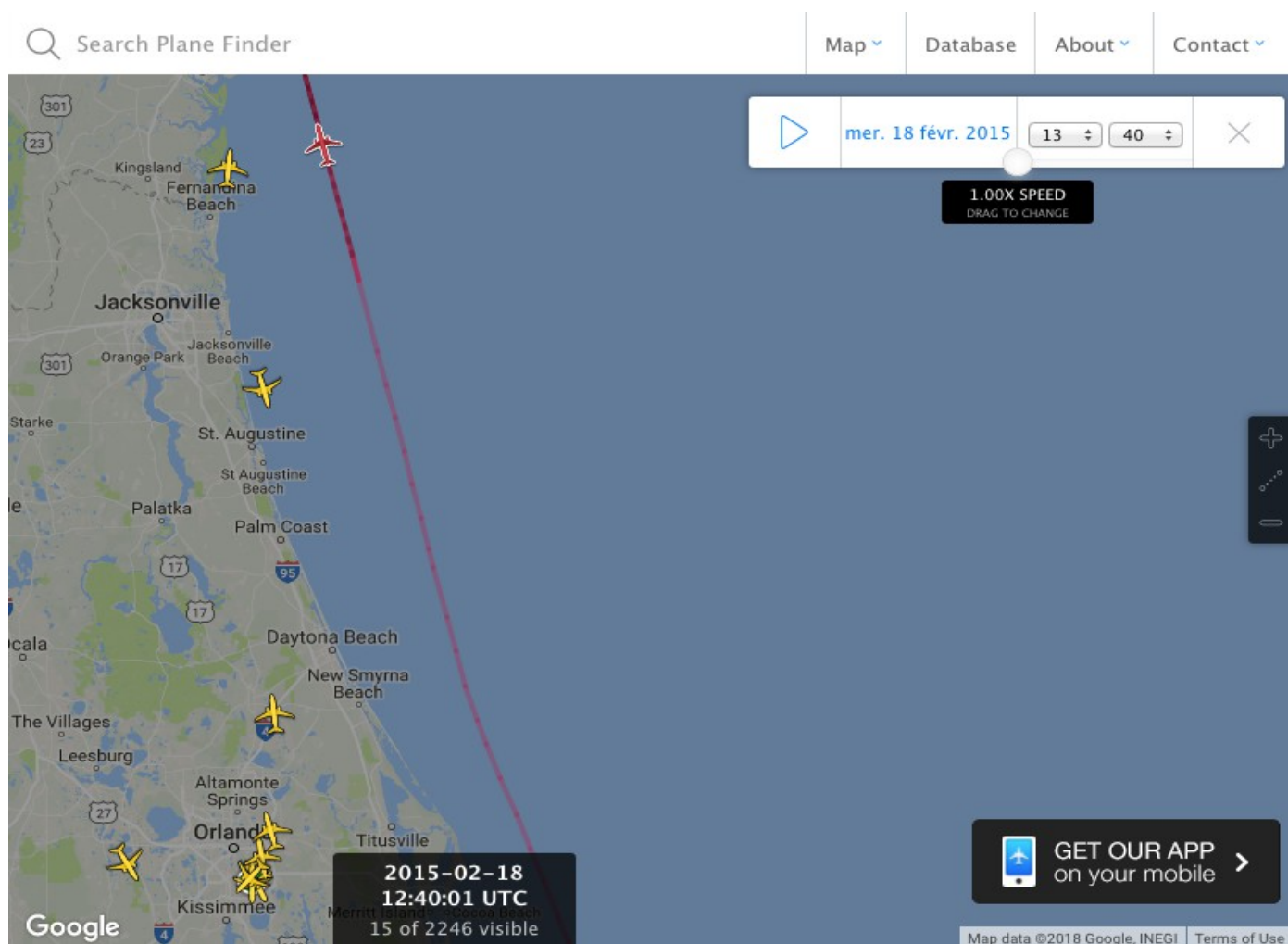


Figure 36

ADS-B & MLAT data for 18 Feb 2015

1230 UTC (0730 L) to 1245 UTC (0745 L) Composite image (Fig.37)

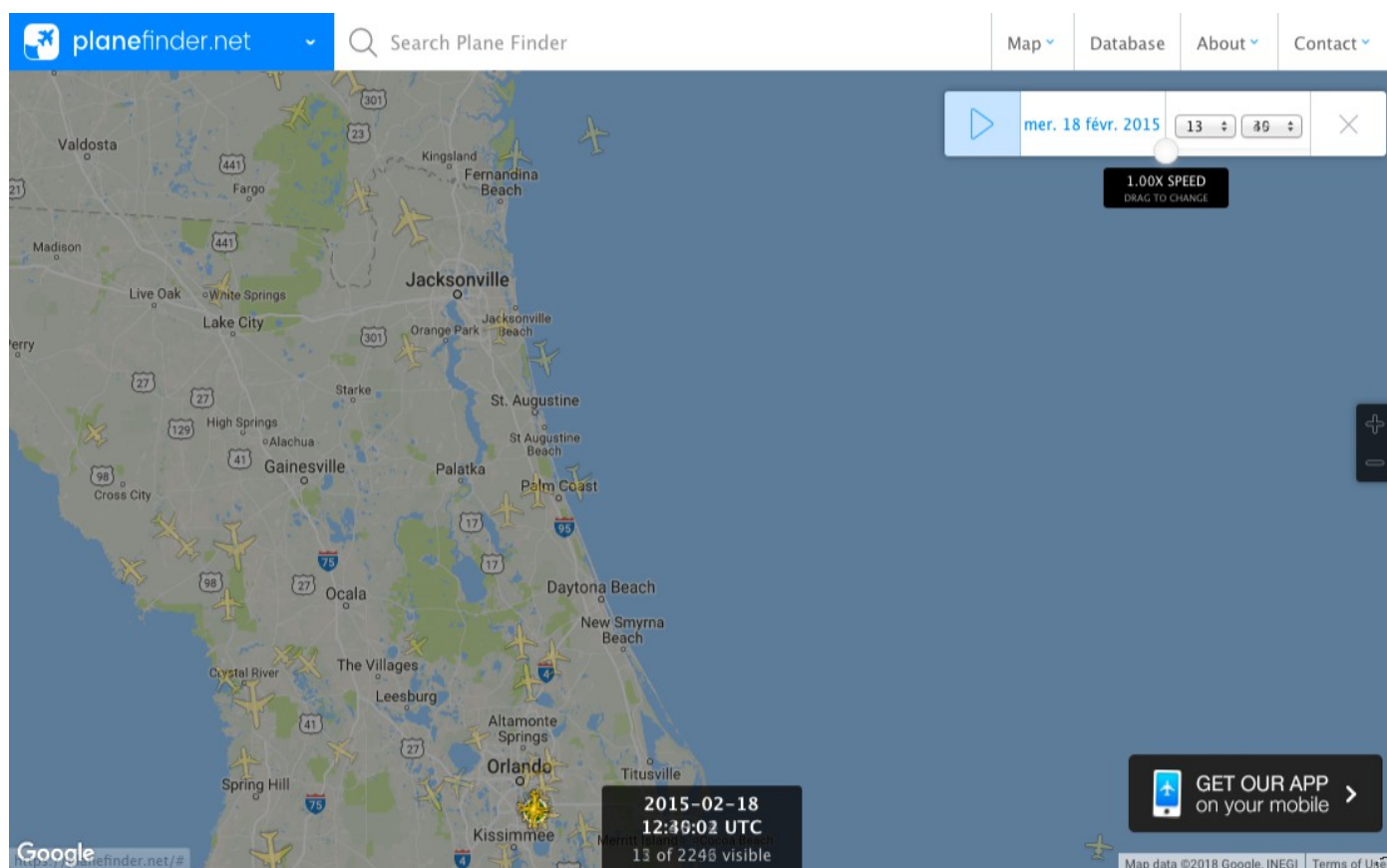


Figure 37

ADS-B & MLAT data for 18 Feb 2015

Figure 38 : 1250 UTC (0750 L) to 1305 UTC (0805 L)

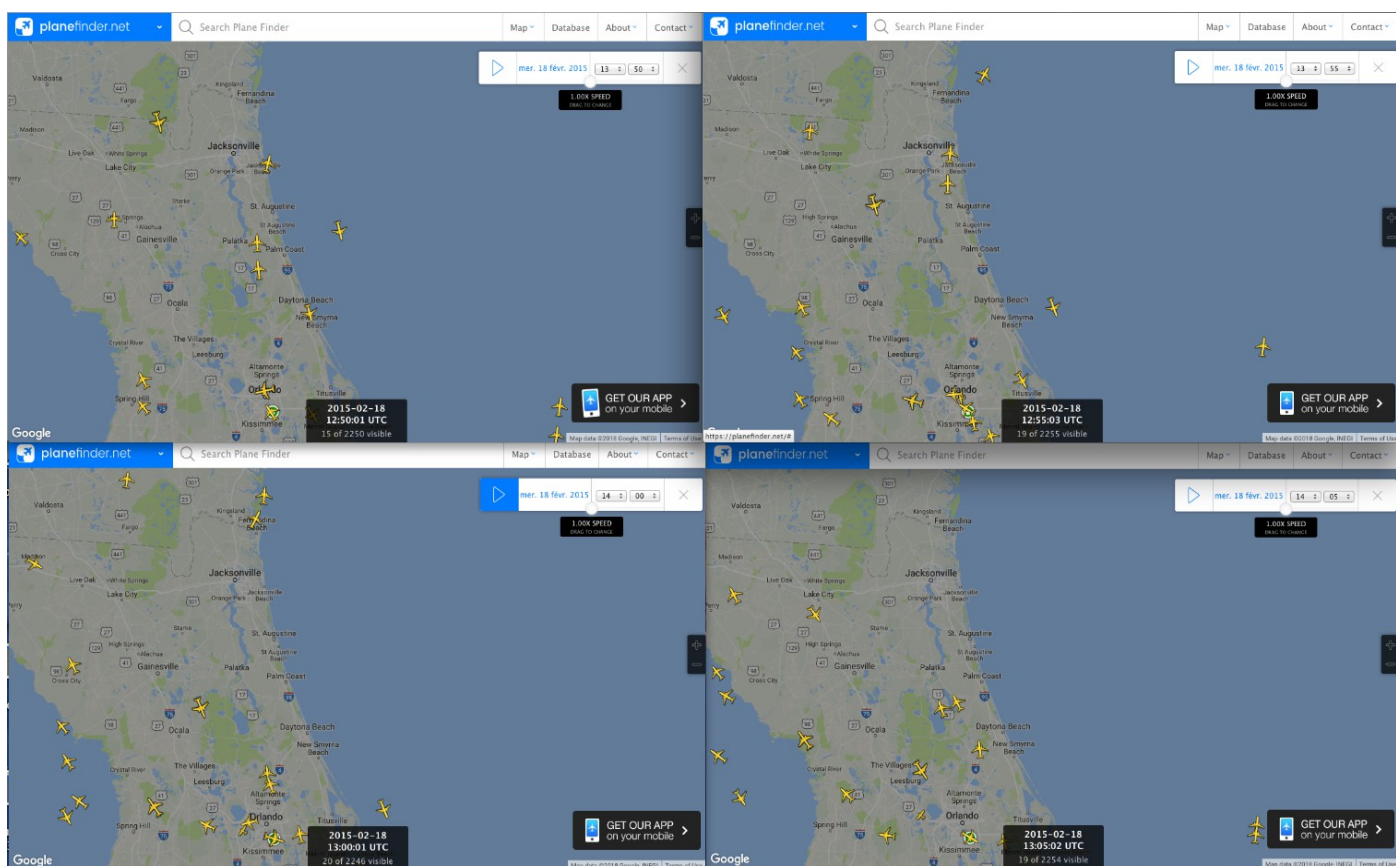


Figure 38

ADS-B & MLAT data for 18 Feb 2015

1250 UTC (0750 L) to 1305 UTC (0805 L) Flight of interest (Fig.39)

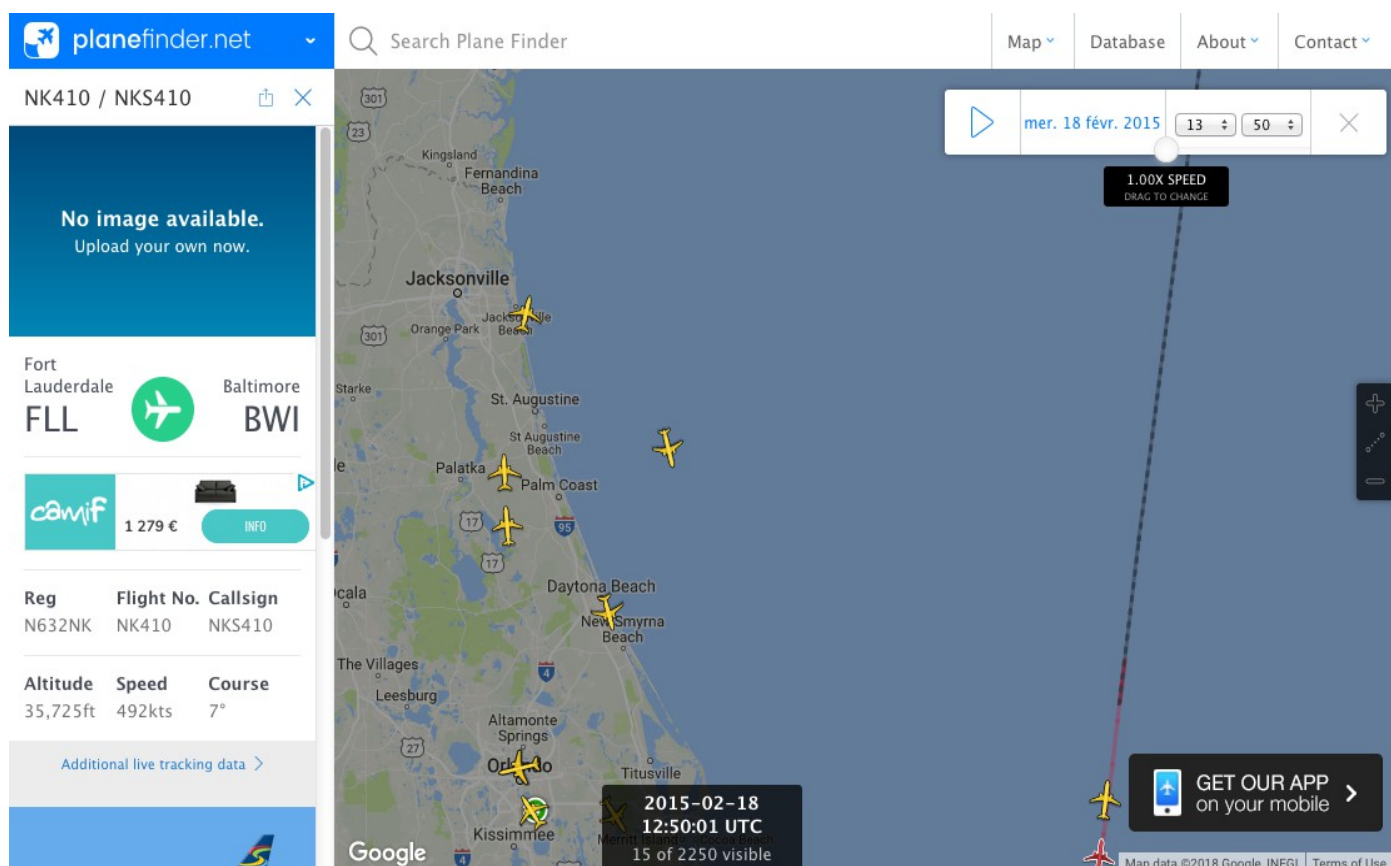


Figure 39

ADS-B & MLAT data for 18 Feb 2015

1250 UTC (0750 L) to 1305 UTC (0805 L) Flight of interest (Fig.40)

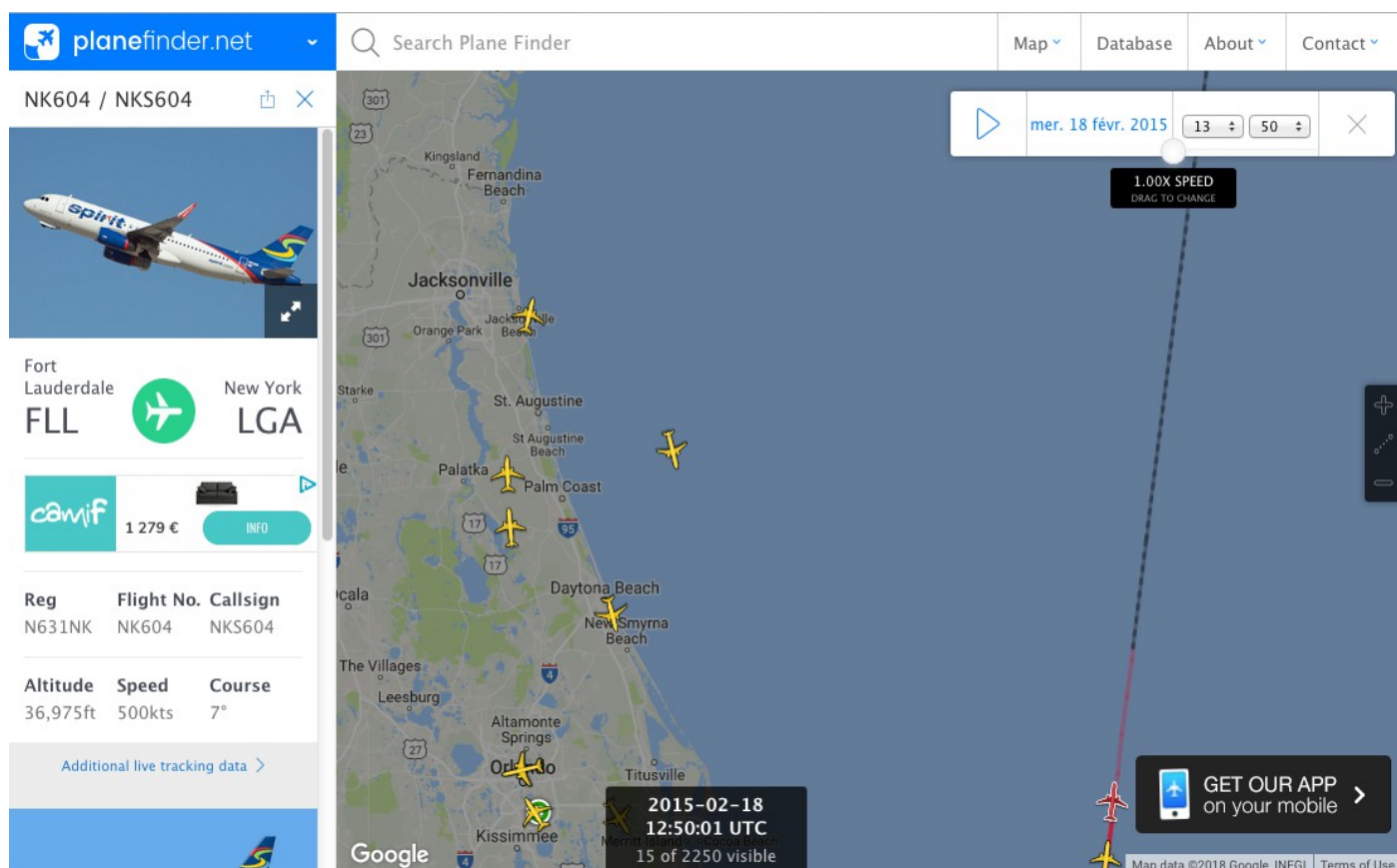


Figure 40

ADS-B & MLAT data for 18 Feb 2015

1250 UTC (0750 L) to 1305 UTC (0805 L) Flight of interest (Fig.41)

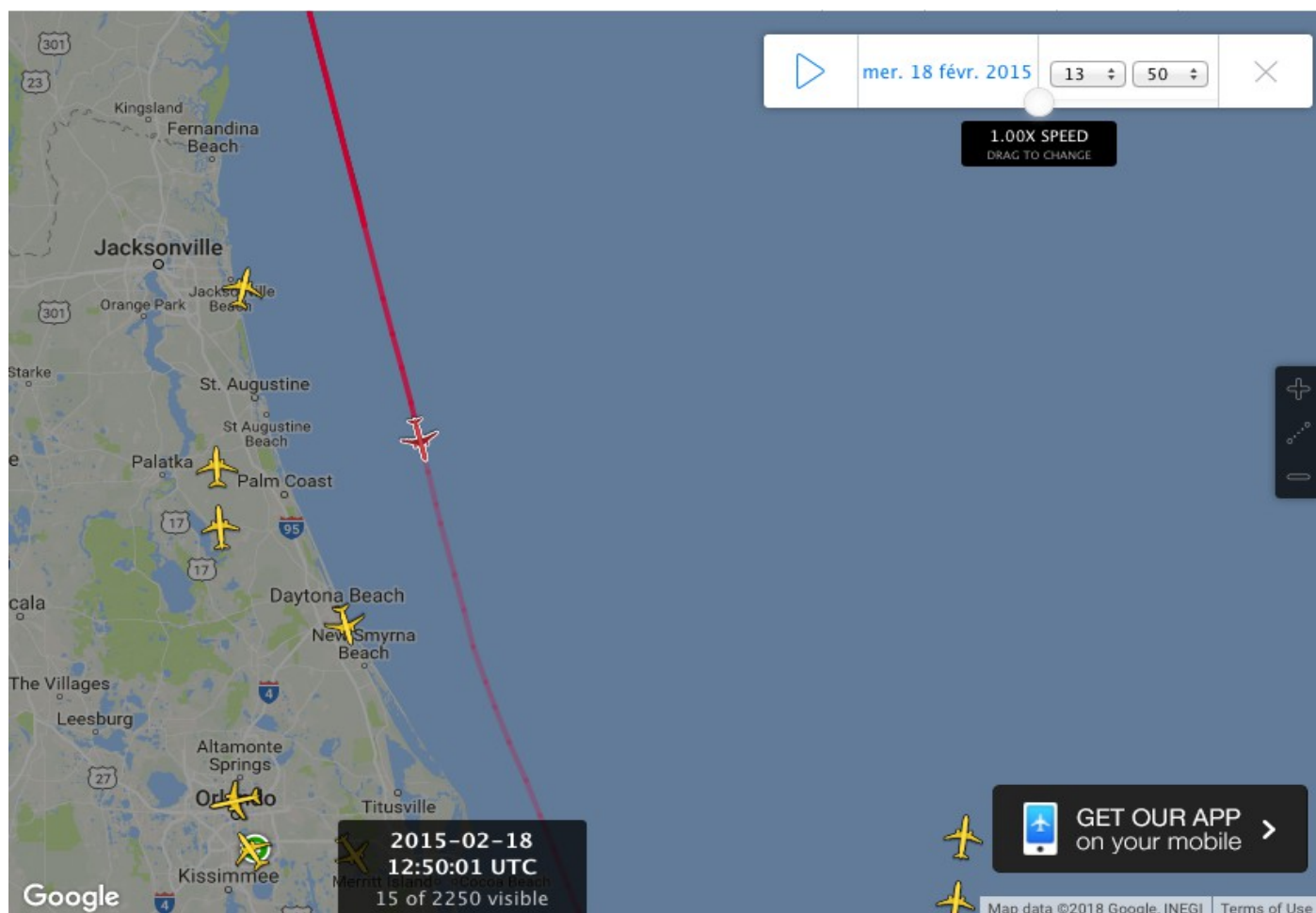


Figure 41

ADS-B & MLAT data for 18 Feb 2015

1250 UTC (0750 L) to 1305 UTC (0805 L) Flight of interest (Fig.42)

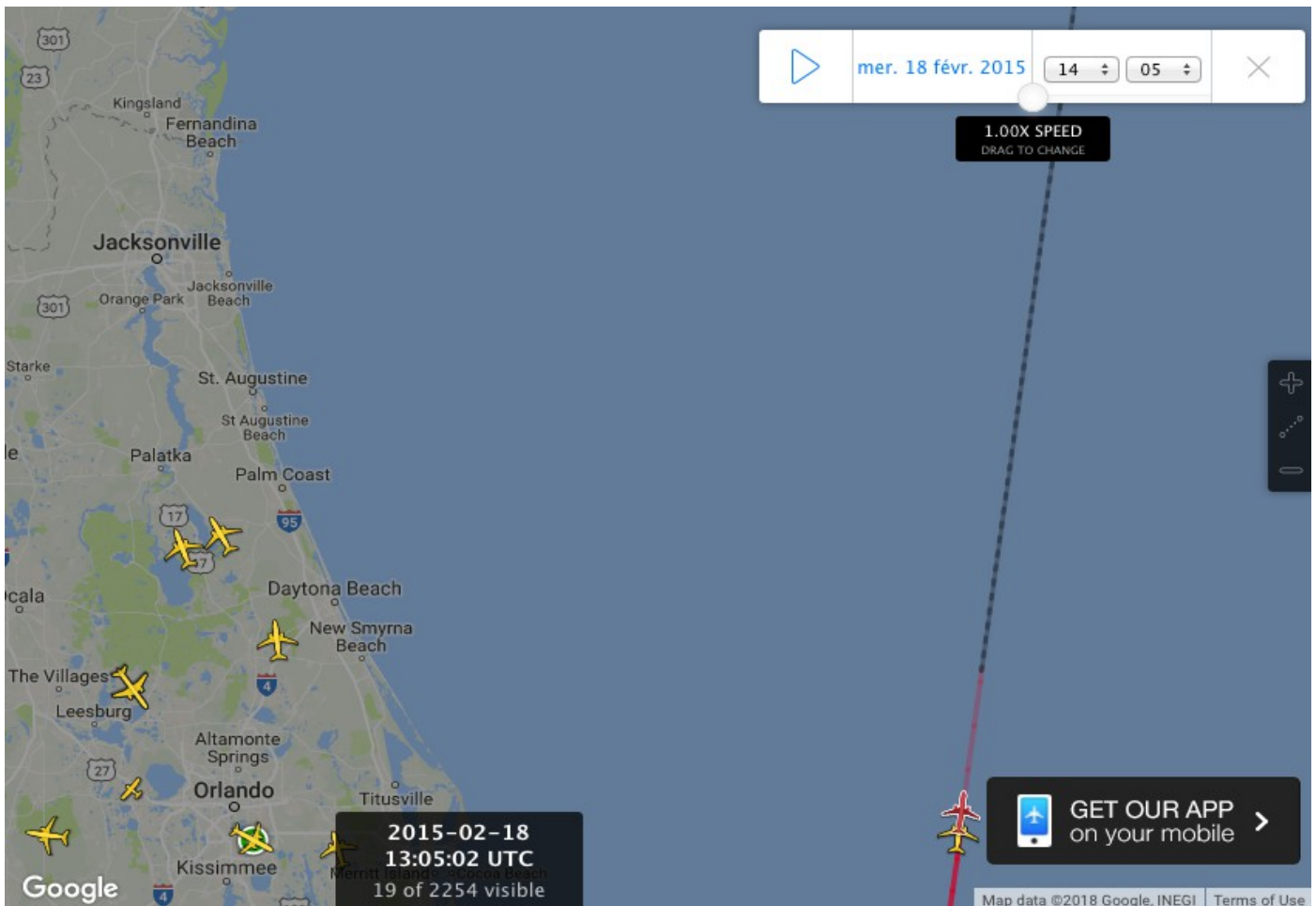


Figure 42

ADS-B & MLAT data for 18 Feb 2015

1250 UTC (0750 L) to 1305 UTC (0805 L) Composite image (Fig.43)

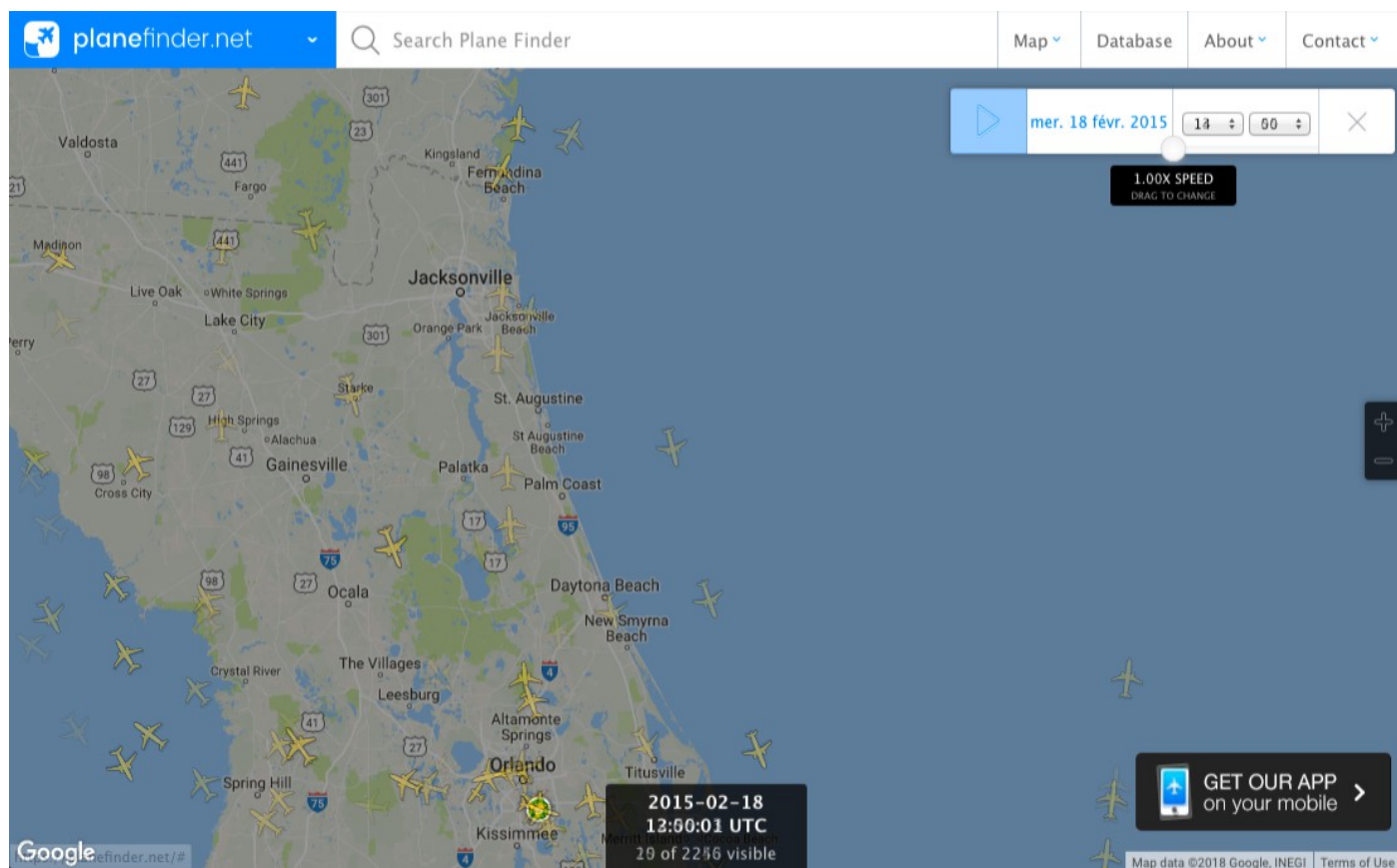


Figure 43

ADS-B & MLAT data for 18 Feb 2015

Figure 44 : 1310 UTC (0810 L) to 1325 UTC (0825 L)

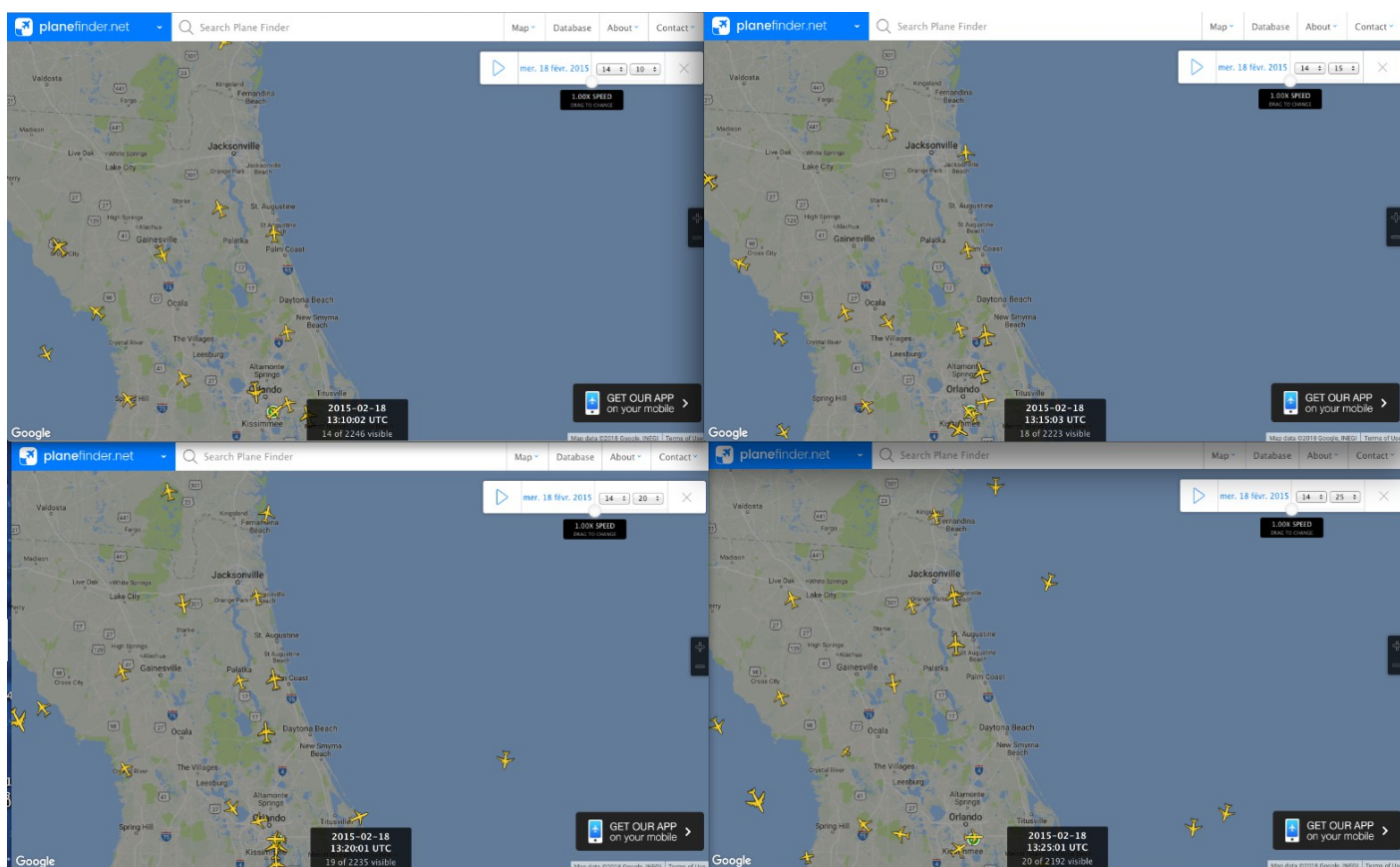


Figure 44

ADS-B & MLAT data for 18 Feb 2015

1310 UTC (0810 L) to 1325 UTC (0825 L) Flight of interest (Fig.45)

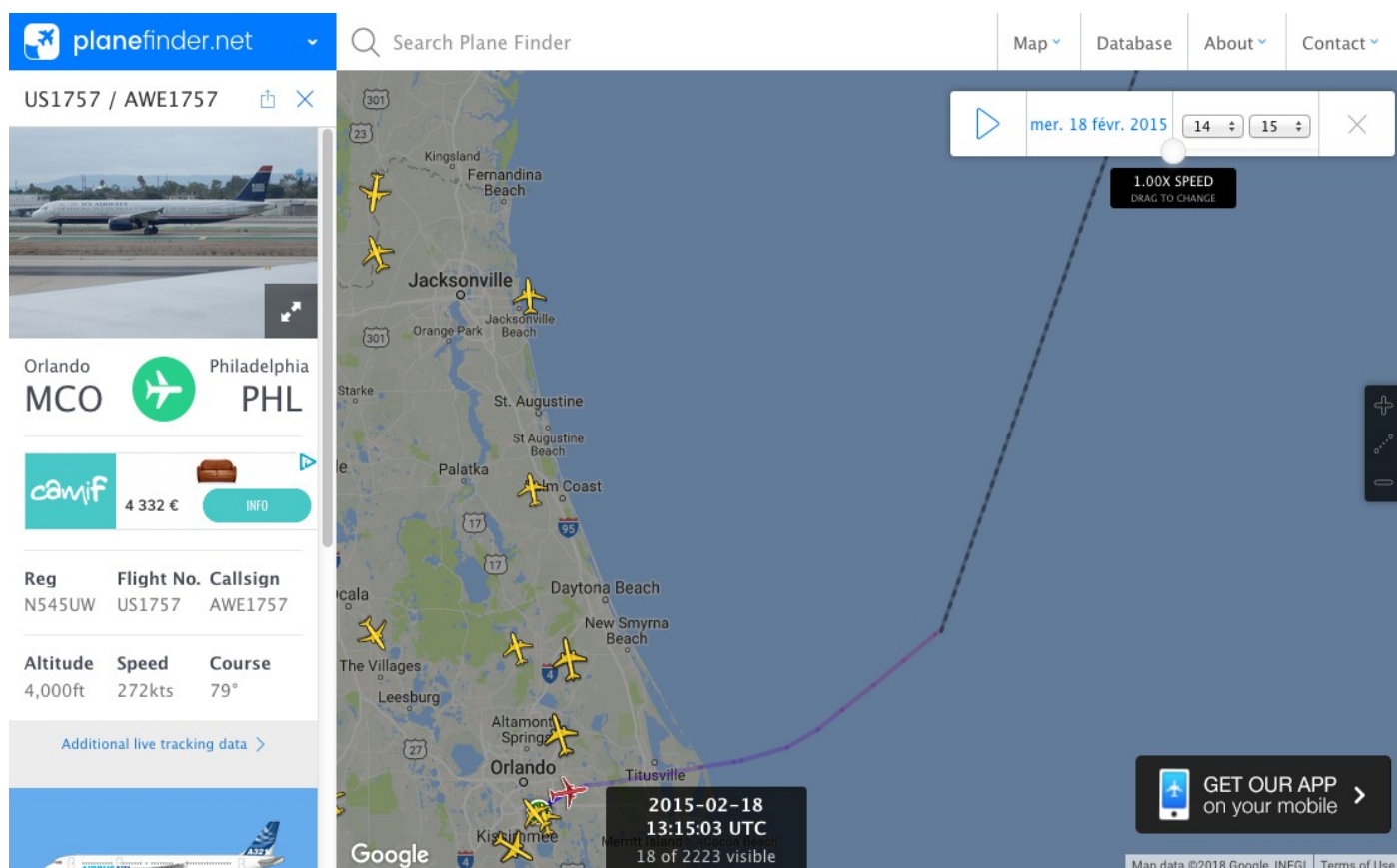


Figure 45

ADS-B & MLAT data for 18 Feb 2015

1310 UTC (0810 L) to 1325 UTC (0825 L) Flight of interest (Fig.46)

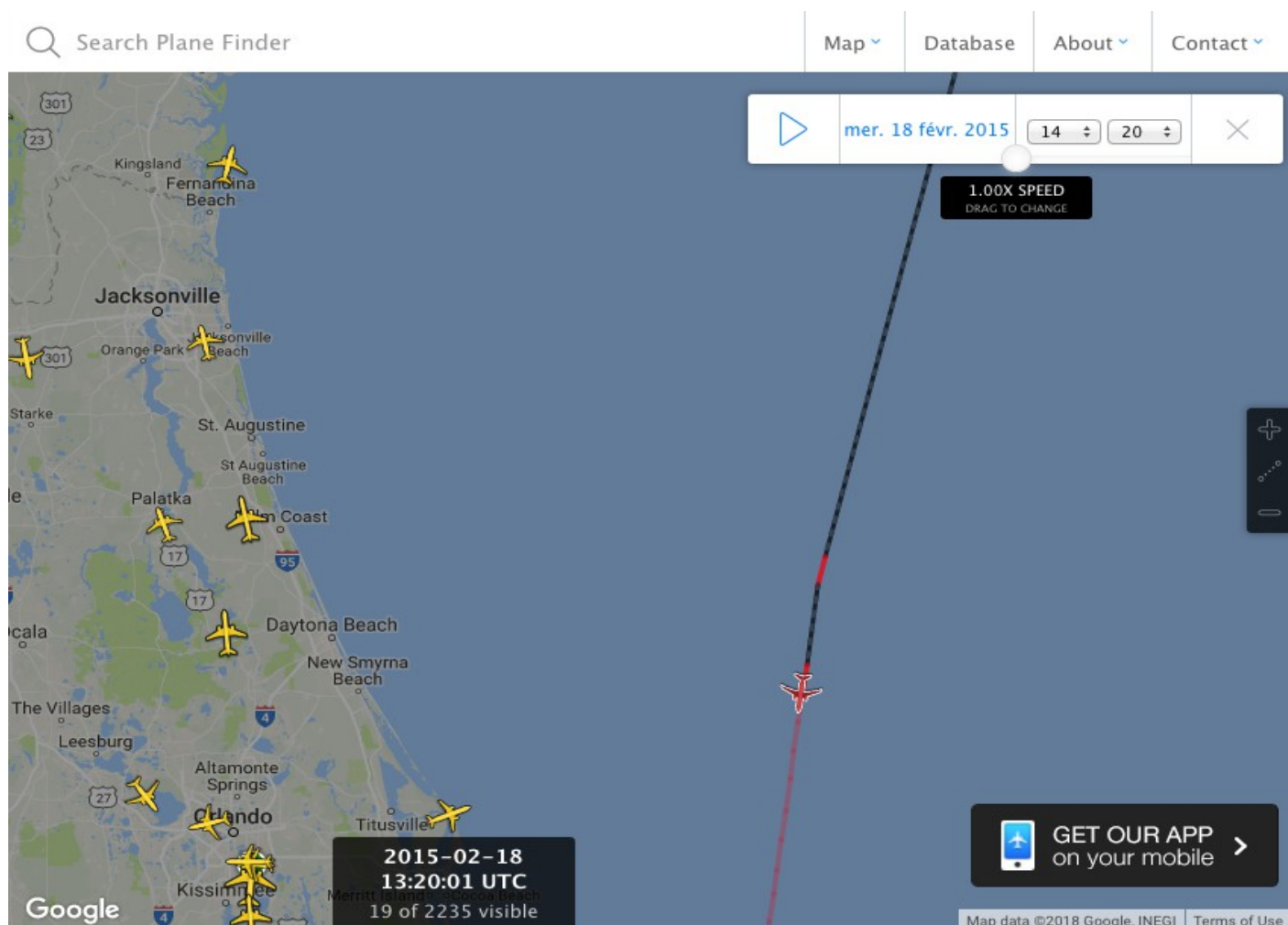


Figure 46

ADS-B & MLAT data for 18 Feb 2015

1310 UTC (0810 L) to 1325 UTC (0825 L) Flight of interest (Fig.47)

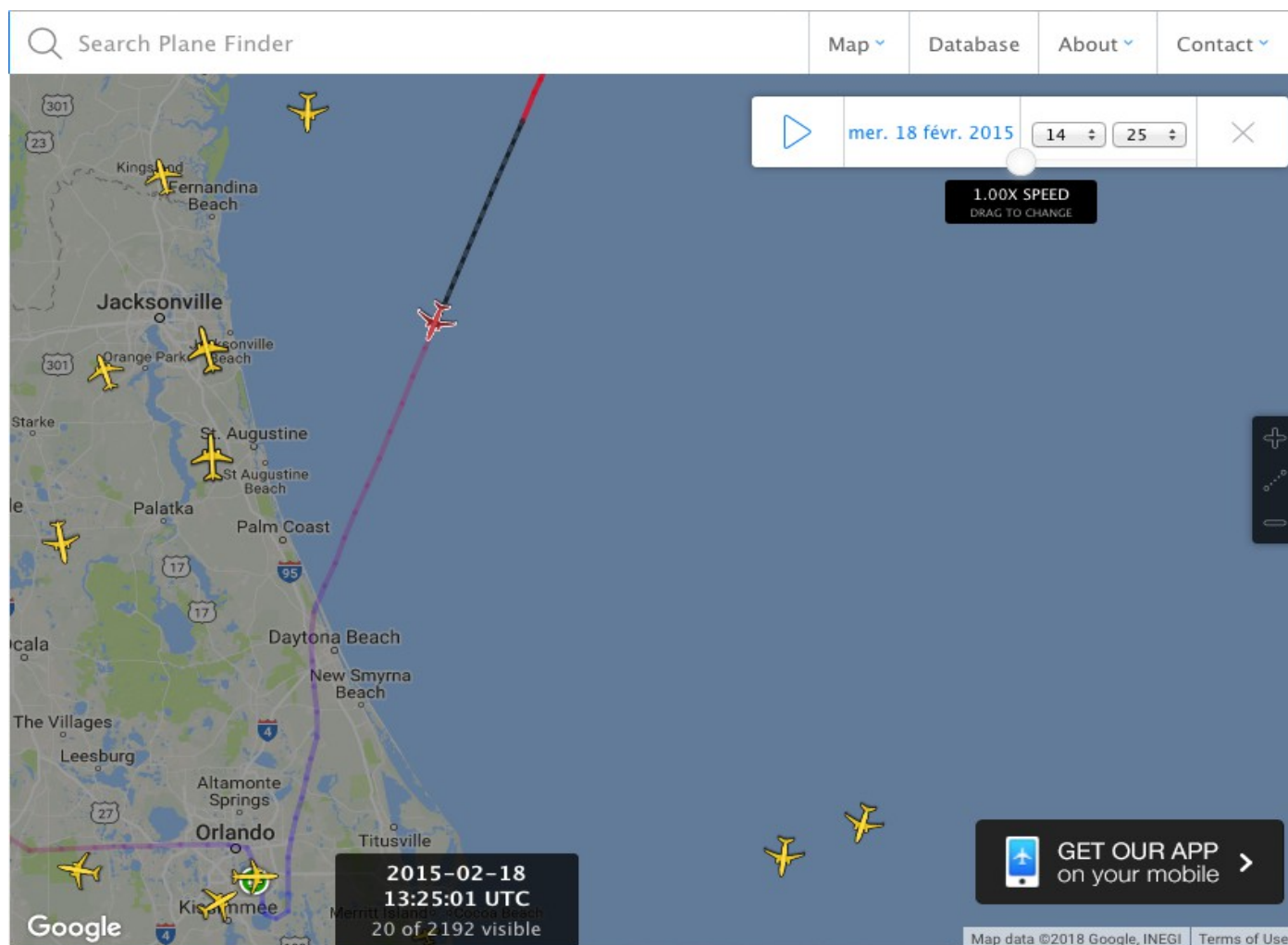


Figure 47

ADS-B & MLAT data for 18 Feb 2015

1310 UTC (0810 L) to 1325 UTC (0825 L) Composite image (Fig.48)

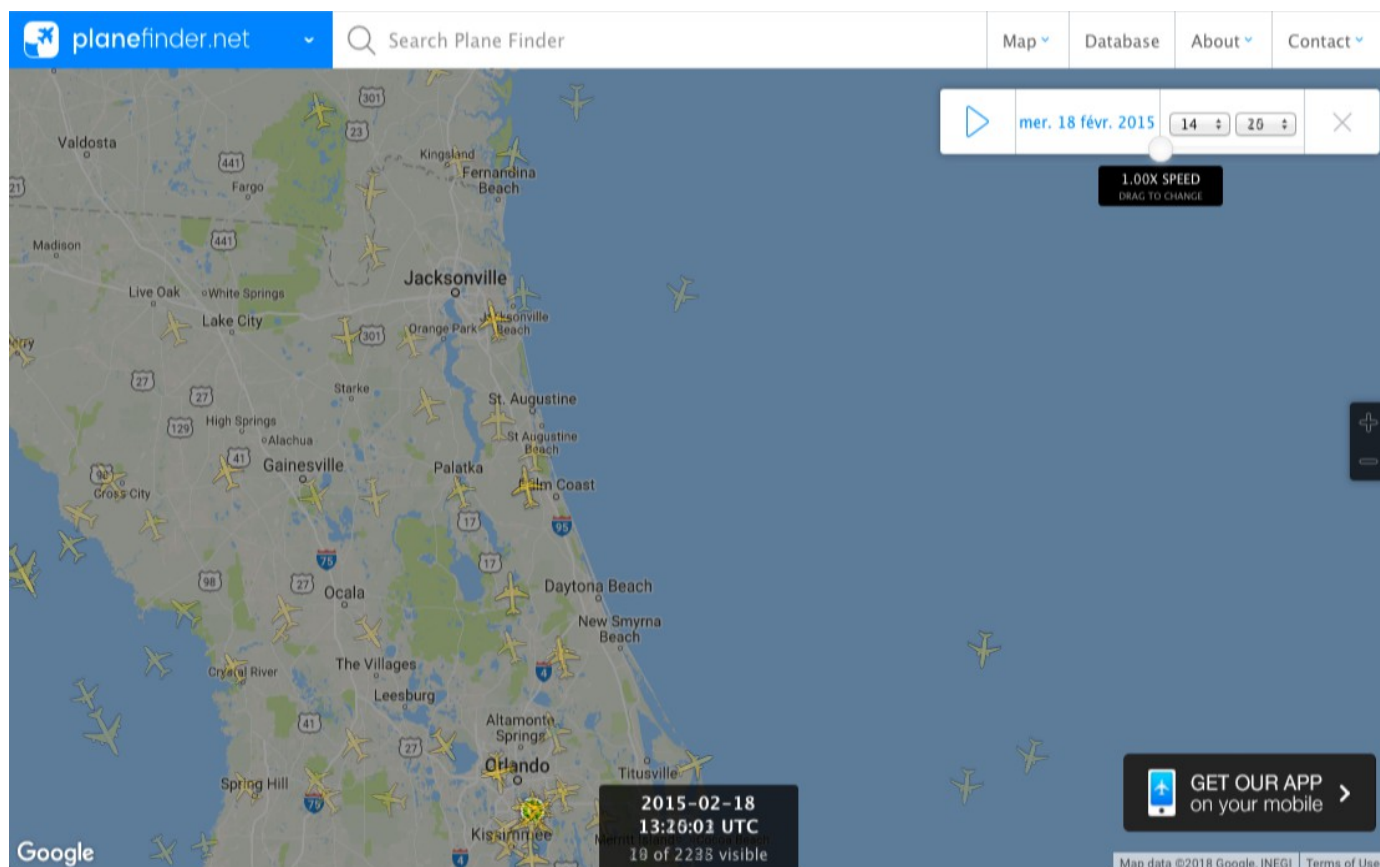


Figure 48

ADS-B & MLAT data for 18 Feb 2015

Figure 49 : 1330 UTC (0830 L) to 1340 UTC (0840 L)

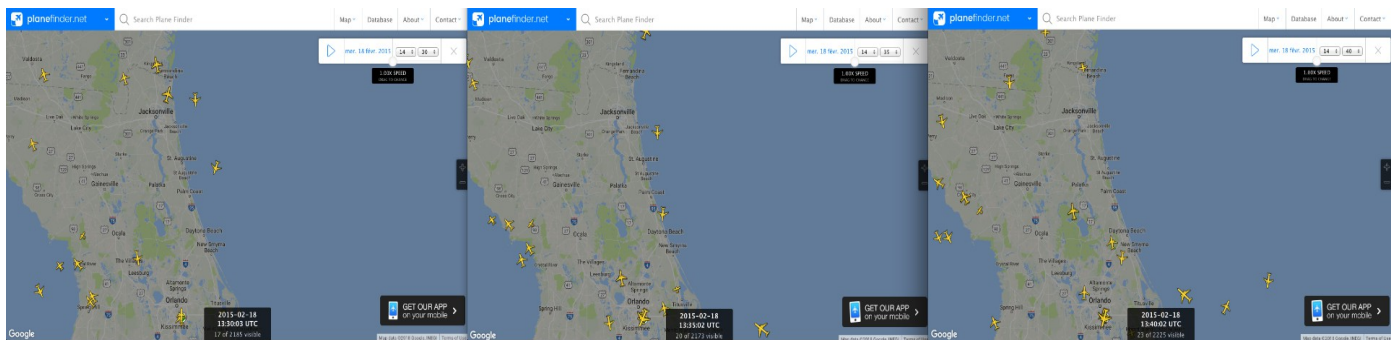


Figure 49

ADS-B & MLAT data for 18 Feb 2015

1330 UTC (0830 L) to 1340 UTC (0840 L) Flight of interest (Fig.50)

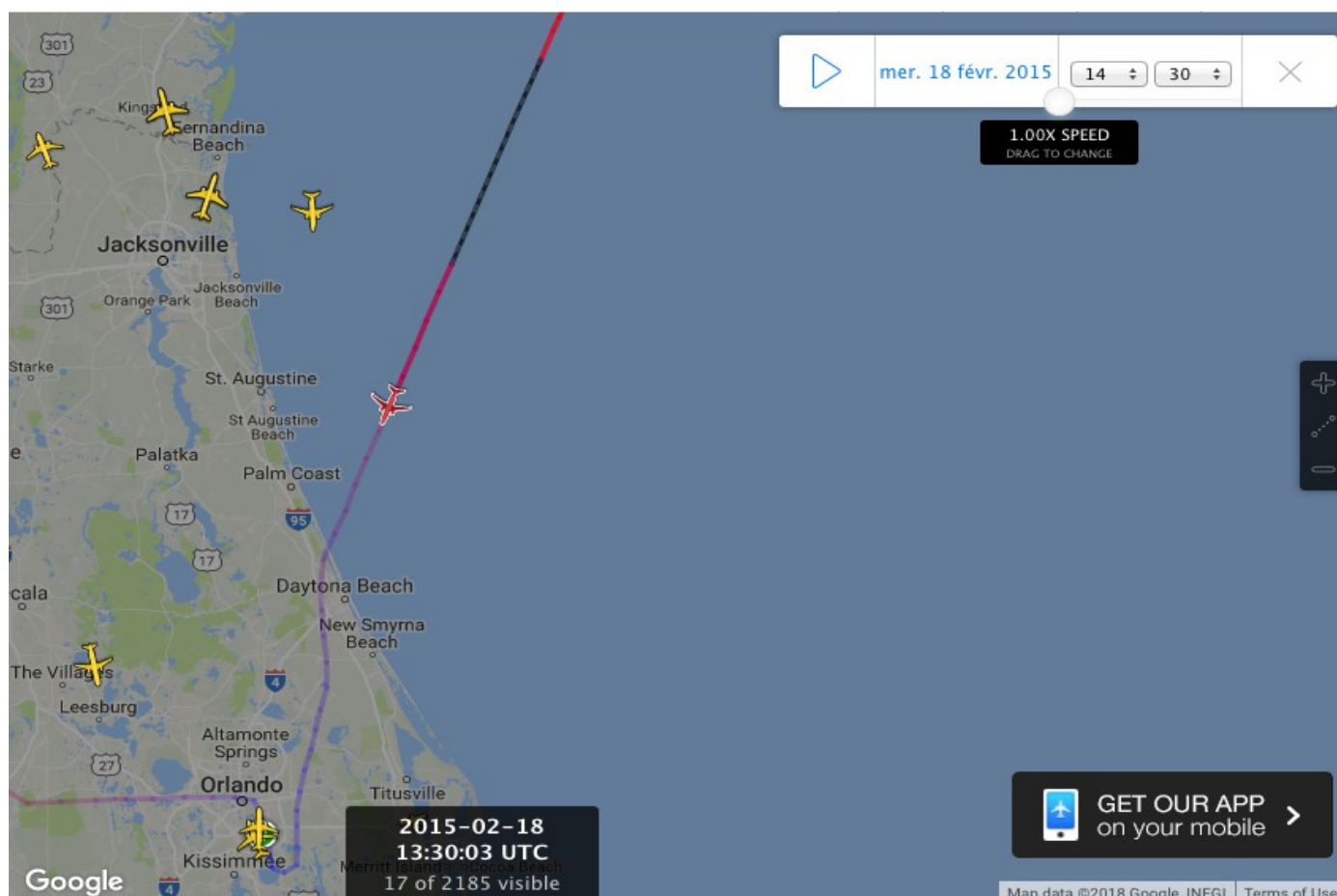


Figure 50

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ADS-B & MLAT data for 18 Feb 2015

1330 UTC (0830 L) to 1340 UTC (0840 L) Flight of interest (Fig.51)

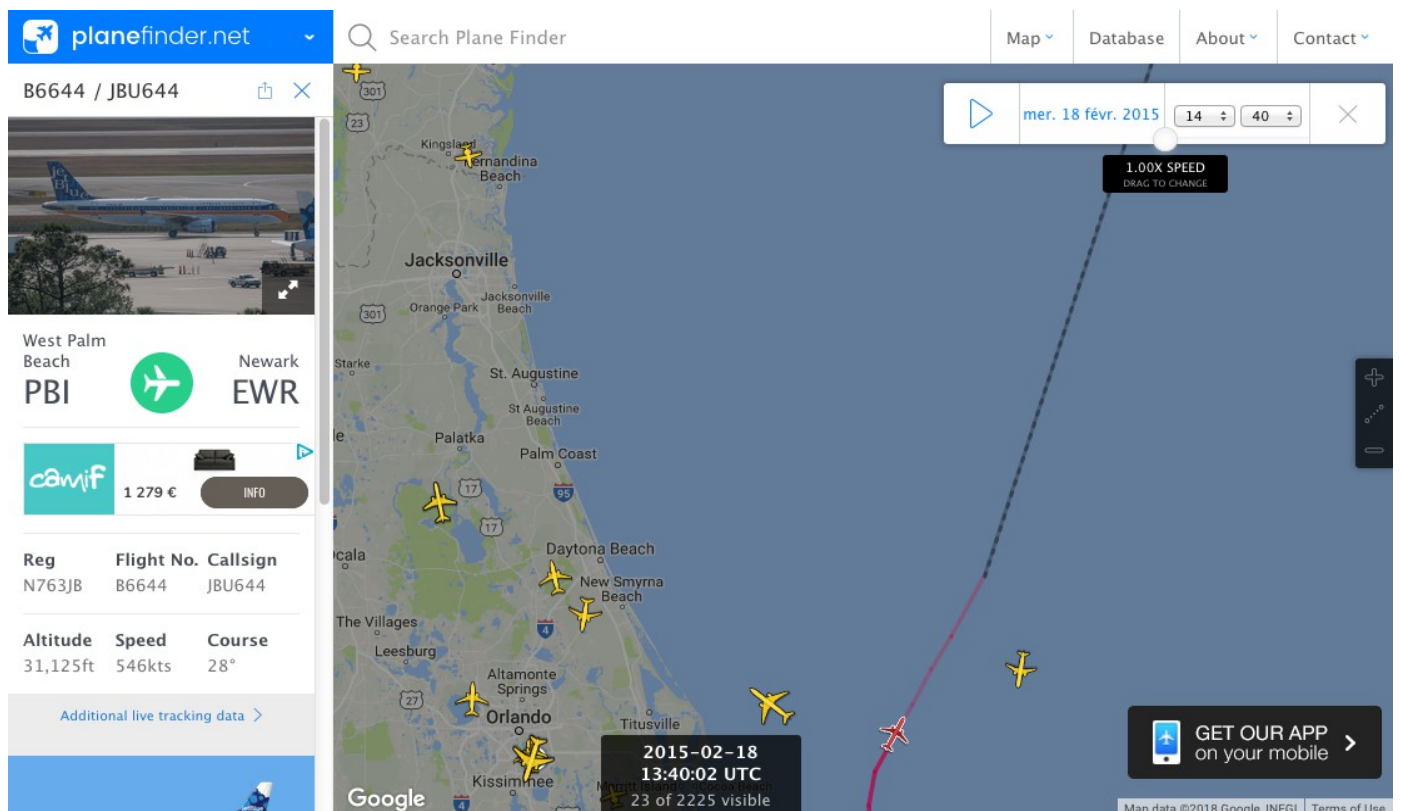


Figure 51

ADS-B & MLAT data for 18 Feb 2015

1330 UTC (0830 L) to 1340 UTC (0840 L) Composite image (Fig.52)

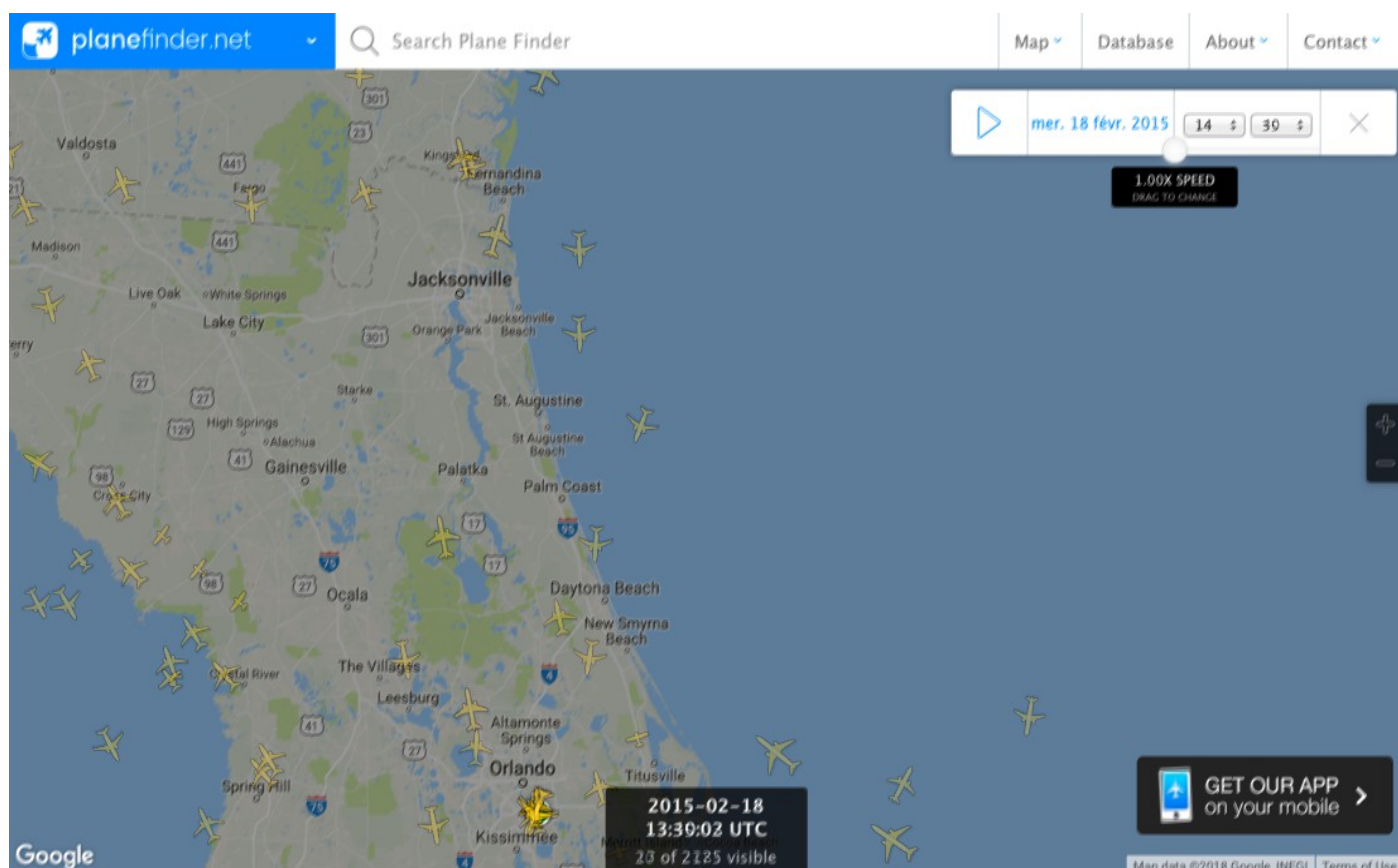


Figure 52

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ADS-B & MLAT data : **A provisional conclusion**

Why a provisional conclusion ?

ADS-B & MLAT data alone are not to be taken at face value for a number of variables but should be considered as indirect evidence. These variables include weather because it can significantly affect aircraft operations. Low cloud, fog and rain may impede visibility at or around an airport while thunderstorms and lightning can cause serious disruption to flight schedules. Same thing could be said about air traffic density. In some cases, pilots have to deviate from their flight route due to air traffic density.

Methodology :

I extracted data from planefinder.net when it was available but in some other cases, I had to extract data from American Airlines and Delta Airlines flight routes. My goal was not only to compare both dates in order to find differences in the flight routes but also to compare each route with the same flight numbers at different dates. I suspect this method to be efficient to identify changes in aircraft operations (i.e : routes). I also suspect these changes to be related to nothing else than military training operations in the Jacksonville OPAREA.

Why ? Simply because air traffic was not very dense that early (local time) in the day for both dates, but also because I did not locate any NOTAMs related to hazardous weather activities that would have required a significant change in aircraft operations.

The method I used is far from being perfect but my provisionial conclusion can be used as complementary indirect evidence. My goal is to find other types of indirect evidence that could help us to identify the right date and time. Once done, our common work and efforts should be presented to members of TTSA, in order to make them realize that we are serious about cooperating with them, either as external consultants but also as investigators willing to dedicate themselves into such complex research.

In all the figures I already presented, aircrafts in both dates are seen flying near the shoreward extent of the OPAREAs.(roughly three nautical miles (nm) from the shore) They (i.e : flights of interest) are seen flying much further to the East only on 18 Feb 2015. In my opinion, this is evidence that 18 Feb 2018 is not The right date **Therefore, based on weather balloons sounding data and ADS-B & MLAT data, 26 Jan 2015 either around 1153 UTC (0653 L) or 1253 UTC (0753L) seem to be the best candidates.**

Nb : *In all the figures I presented, the sea area slightly North of Orlando (latitude) from the coastline to the easternmost sections of the maps are all located within the Jacksonville OPAREAS boundaries.*

ADS-B & MLAT data : A provisional conclusion

26 Jan 2015 : flight of interest (Fig.8) vs normal flight route (Fig.53) for comparison

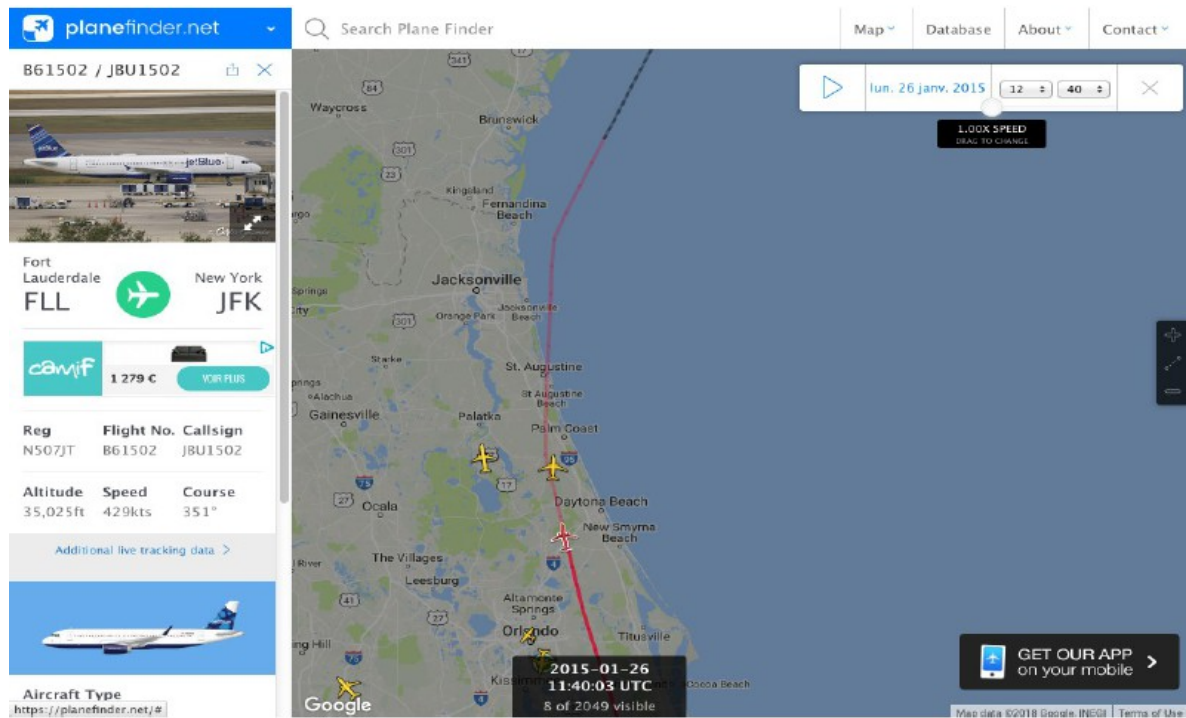


Figure 8

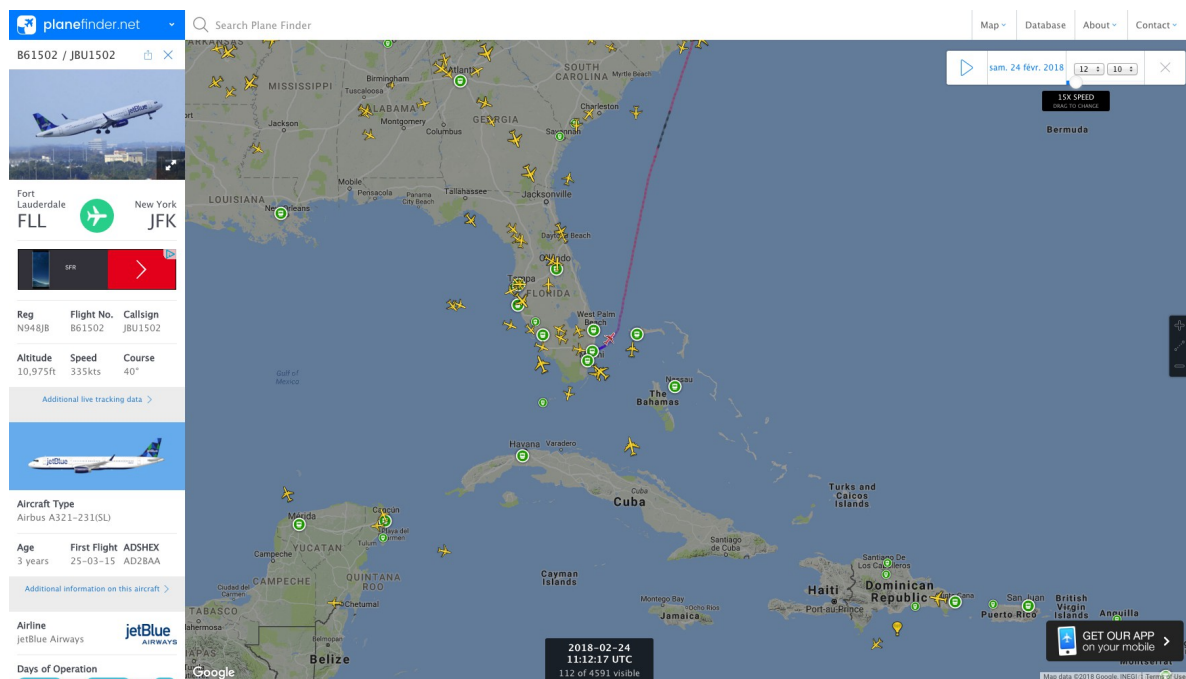


Figure 53

ADS-B & MLAT data : A provisional conclusion

26 Jan 2015 : flight of interest (Fig.21) vs normal flight route (Fig.54) for comparison

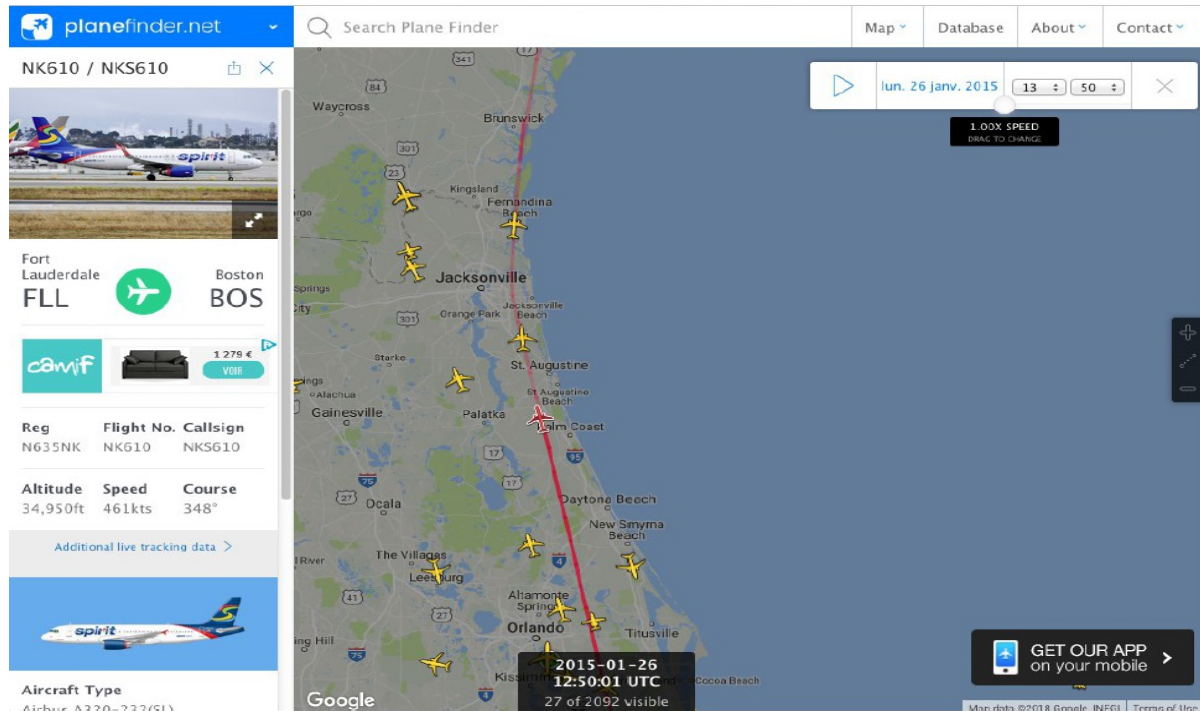


Figure 21



Figure 54

ADS-B & MLAT data : A provisional conclusion

26 Jan 2015 : flight of interest (Fig.27) vs normal flight route (Fig.55) for comparison

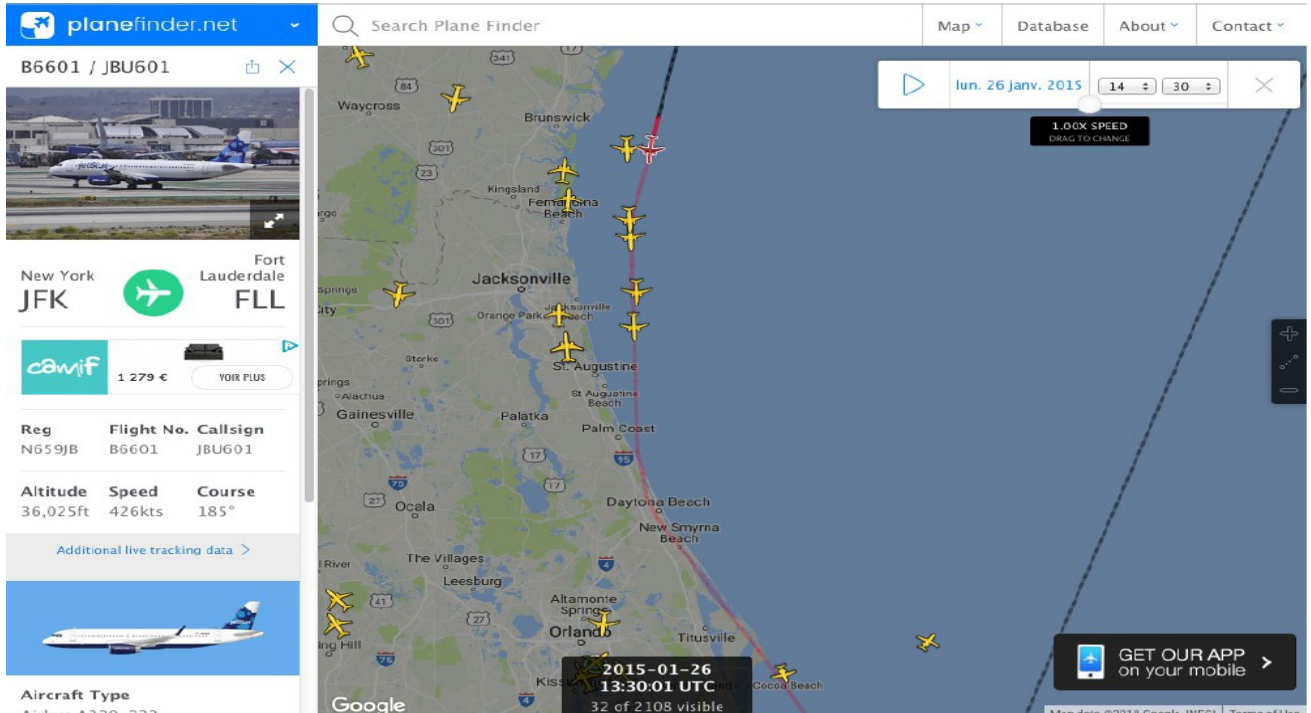


Figure 27

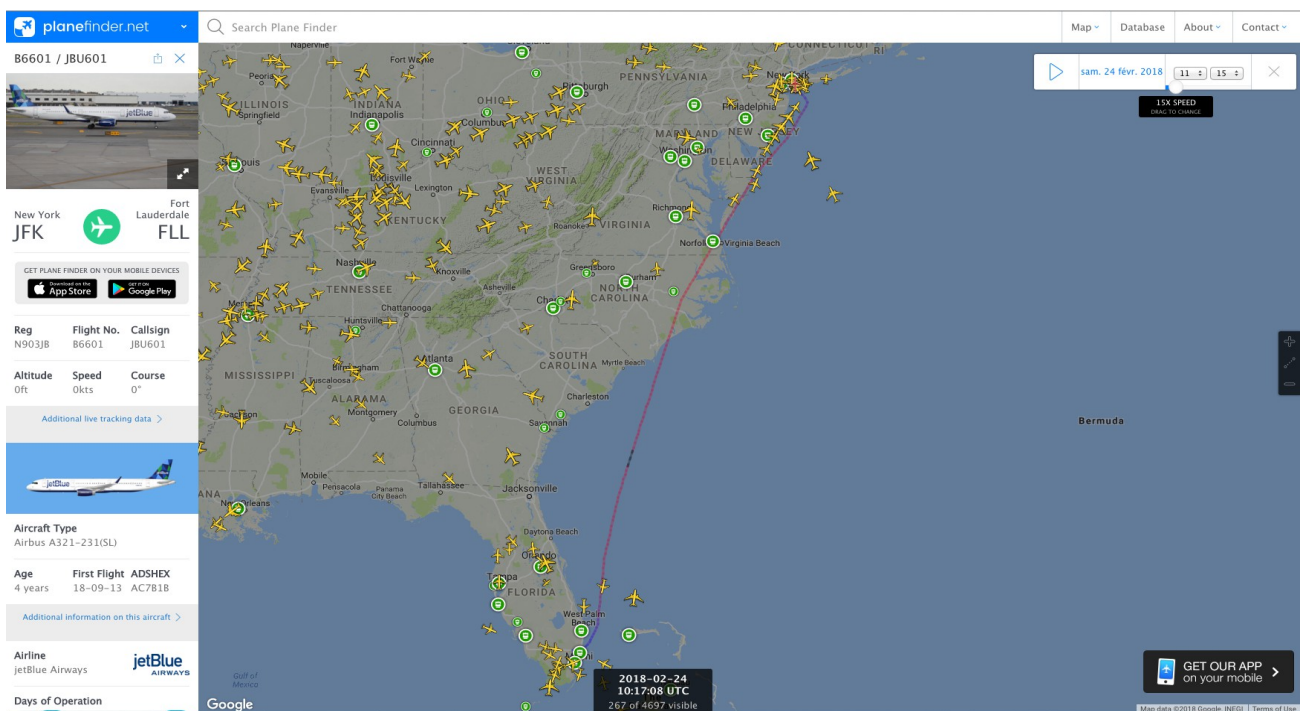


Figure 55

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ADS-B & MLAT data : A provisional conclusion

18 Feb 2015 : flight of interest (Fig.56) vs normal flight route (Fig.57) for comparison

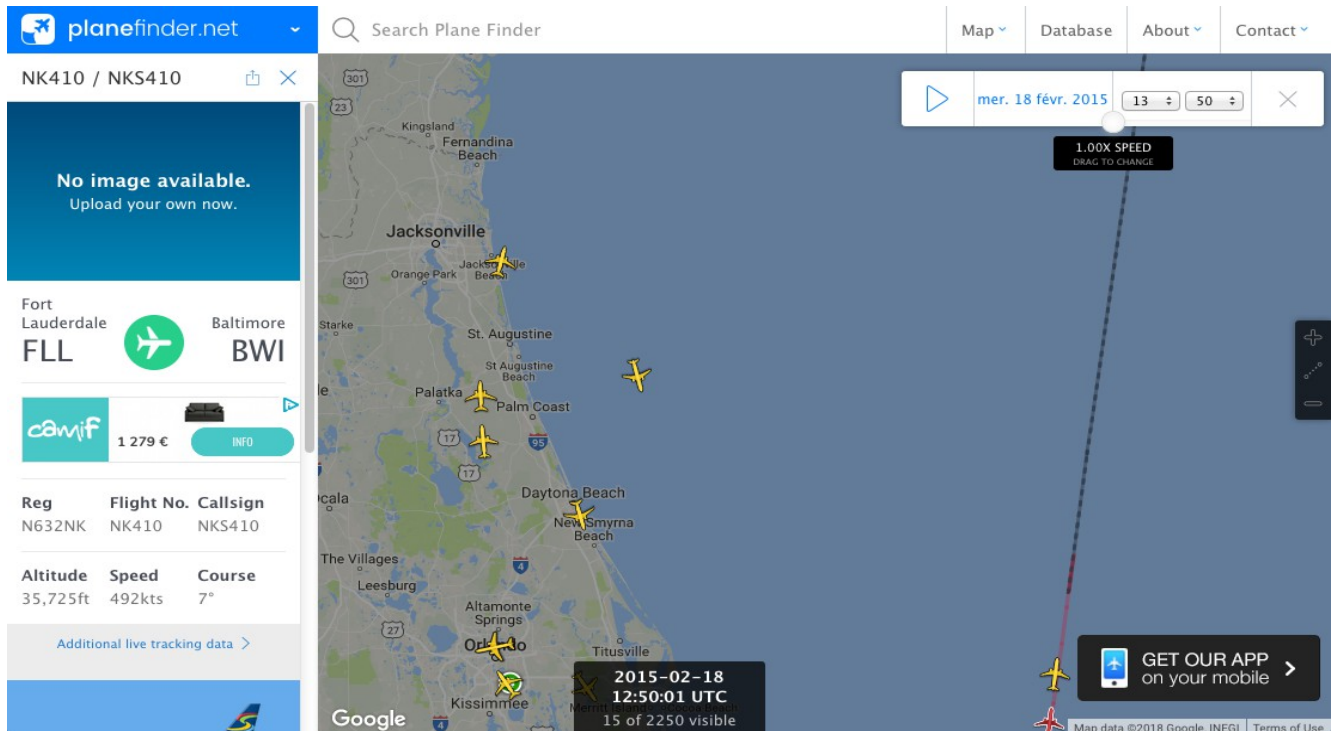


Figure 56

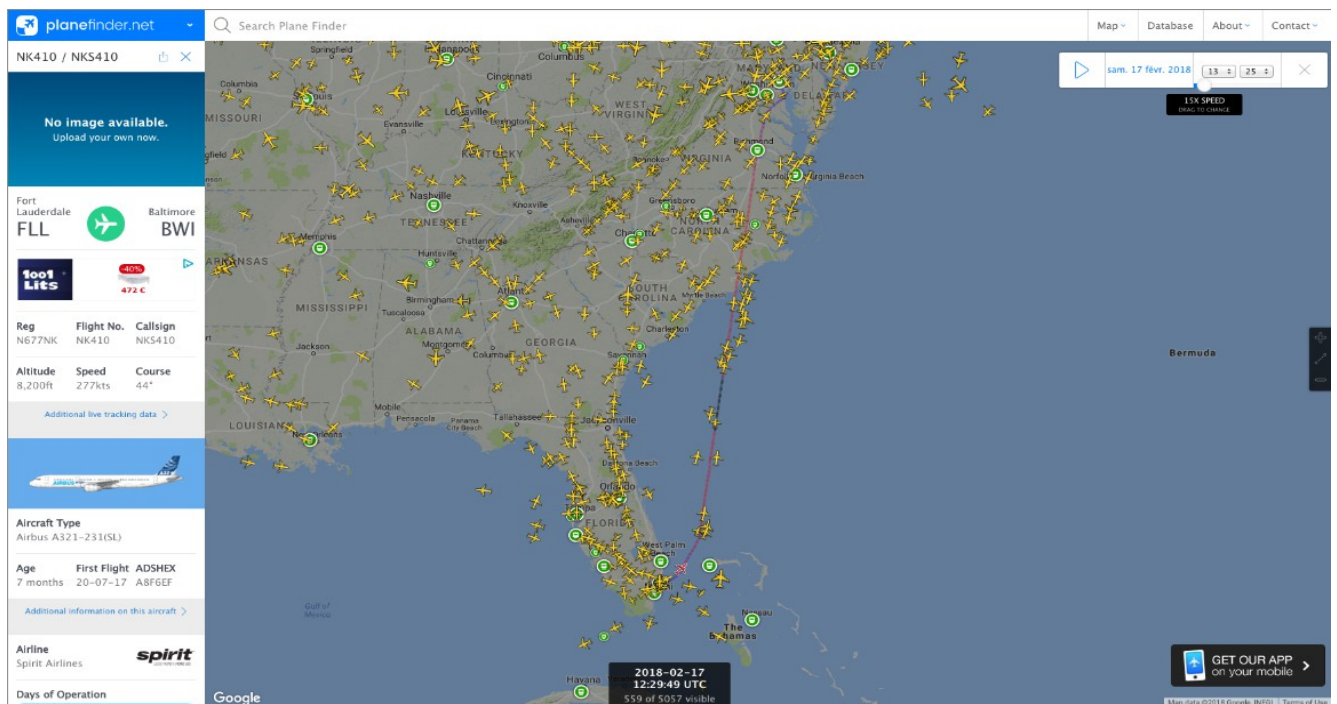


Figure 57

ADS-B & MLAT data : **A provisional conclusion**

18 Feb 2015 : flight of interest (Fig.58) vs normal flight route (Fig.59) for comparison

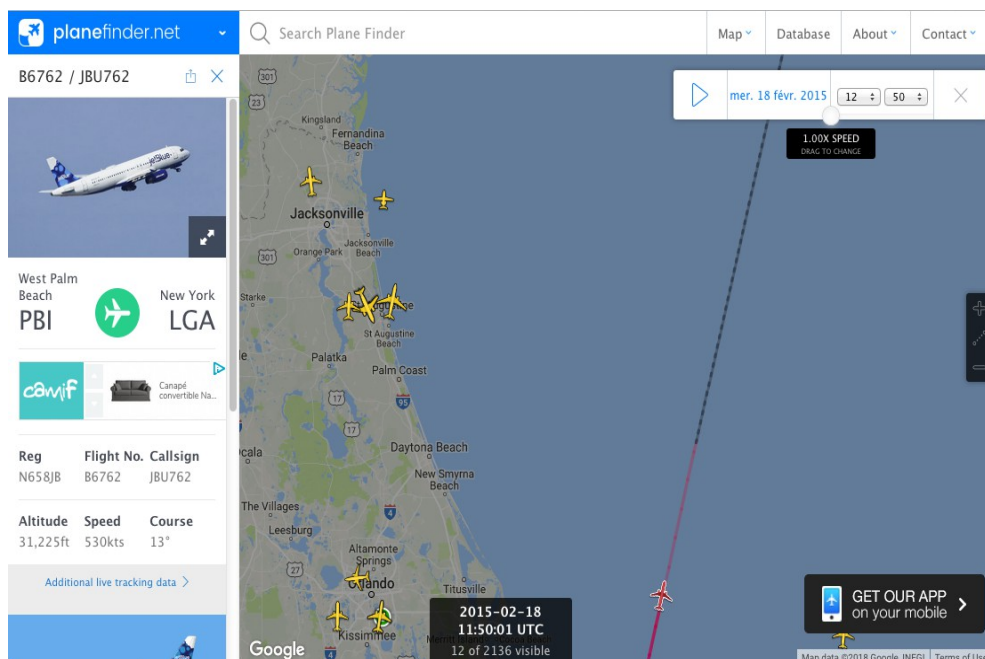


Figure 58

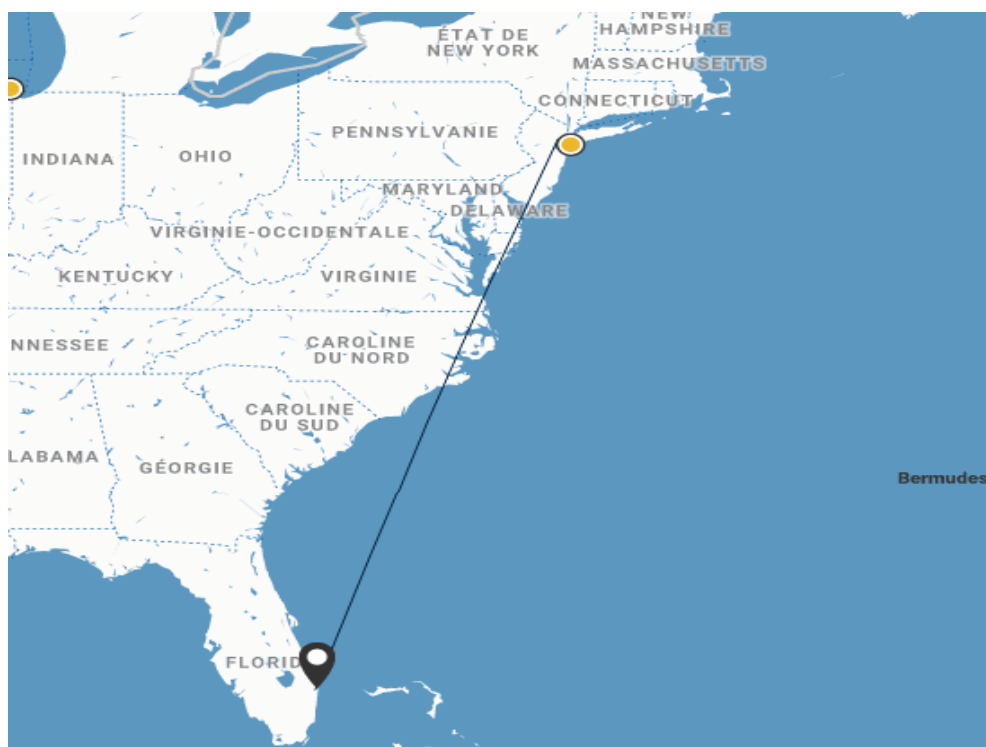


Figure 59

ADS-B & MLAT data : A provisional conclusion

18 Feb 2015 : flight of interest (Fig.60) vs 26 Jan 2015 (Fig.61) for comparison

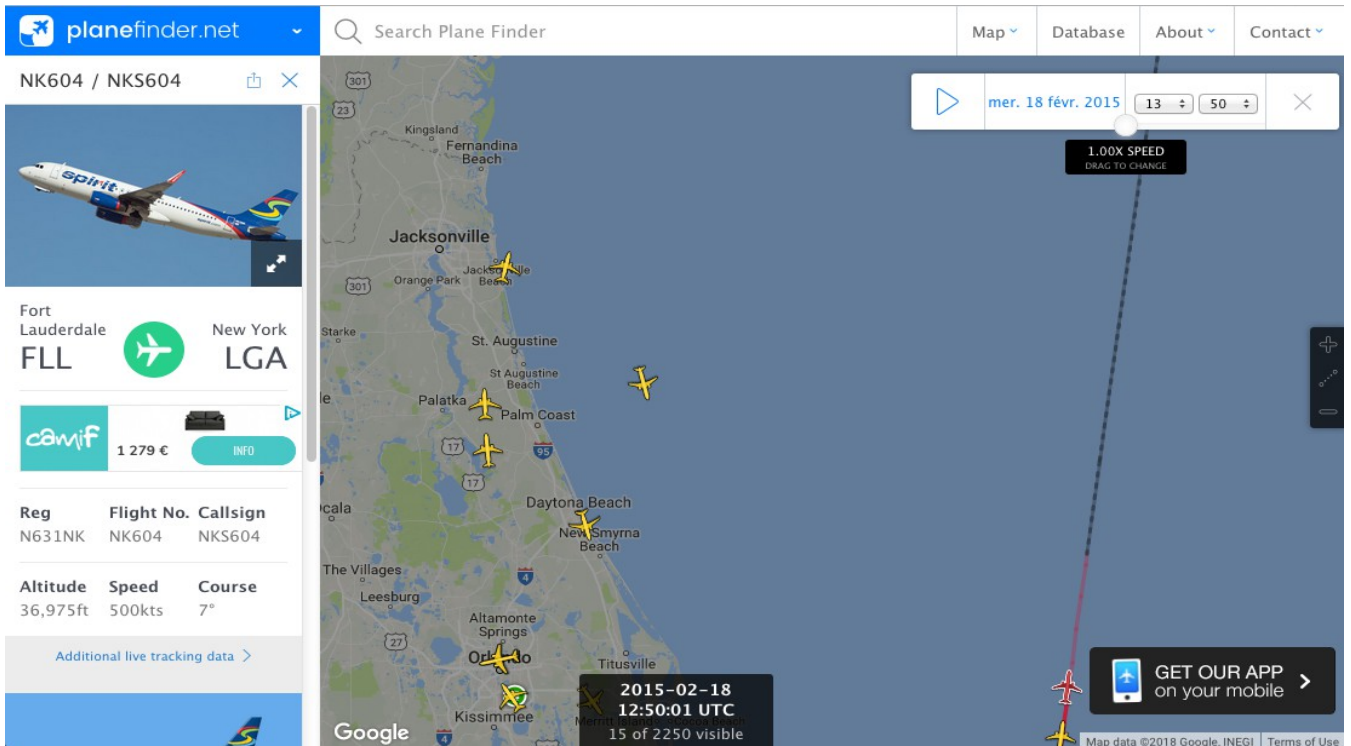


Figure 60

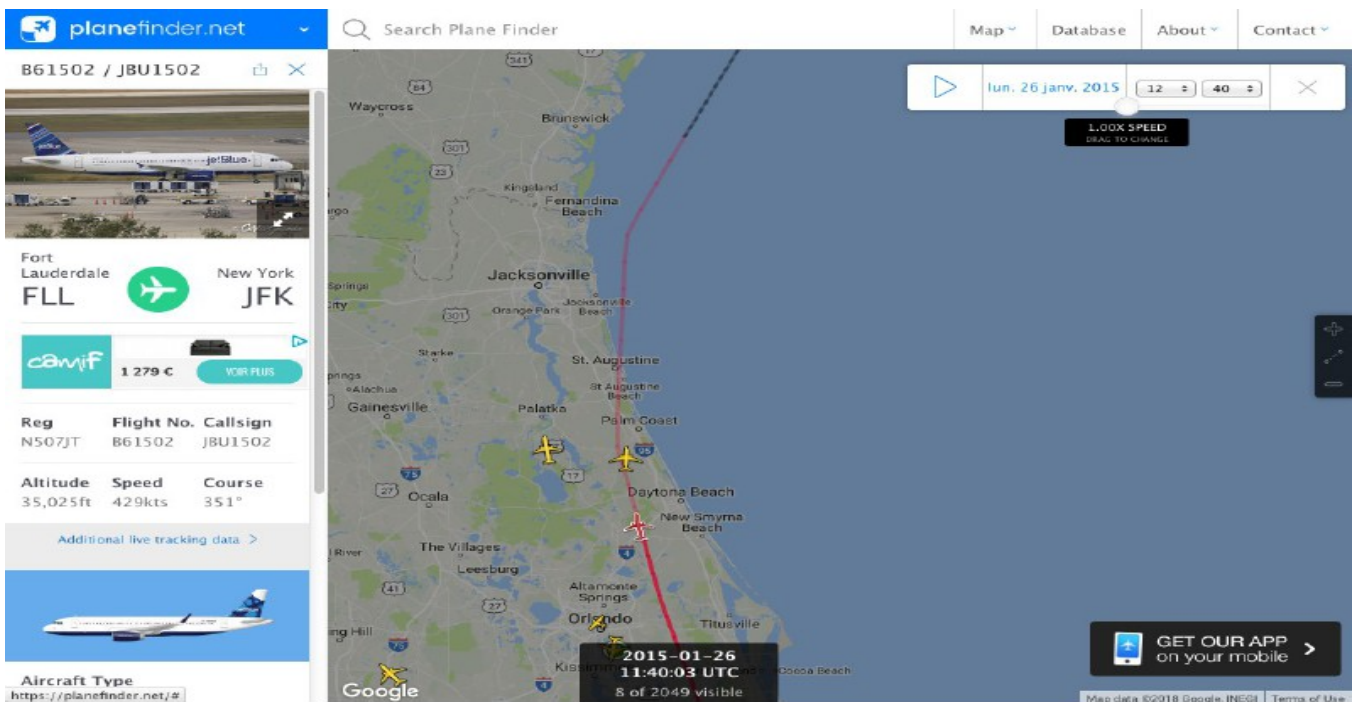


Figure 61

ADS-B & MLAT data : A provisional conclusion

18 Feb 2015 : flight of interest (Fig.62) vs normal flight route (Fig.63) for comparison

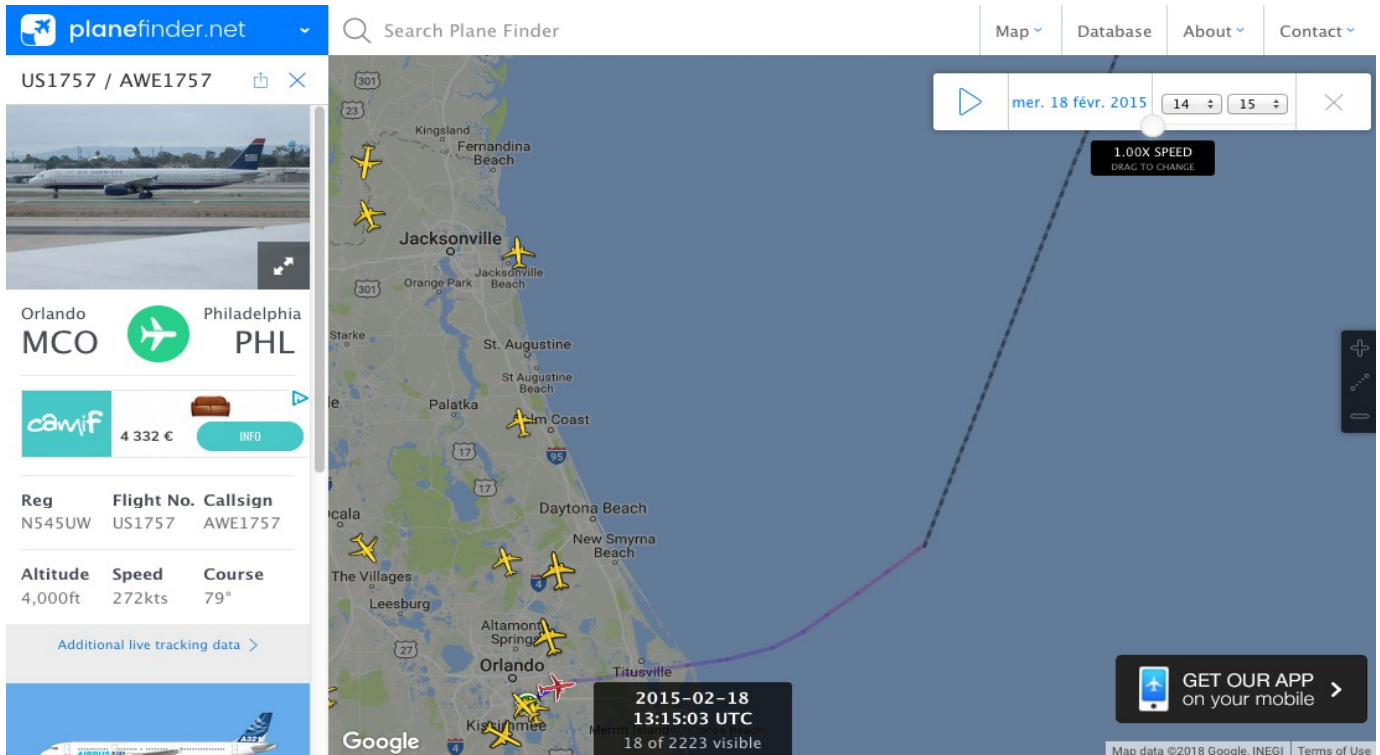


Figure 62

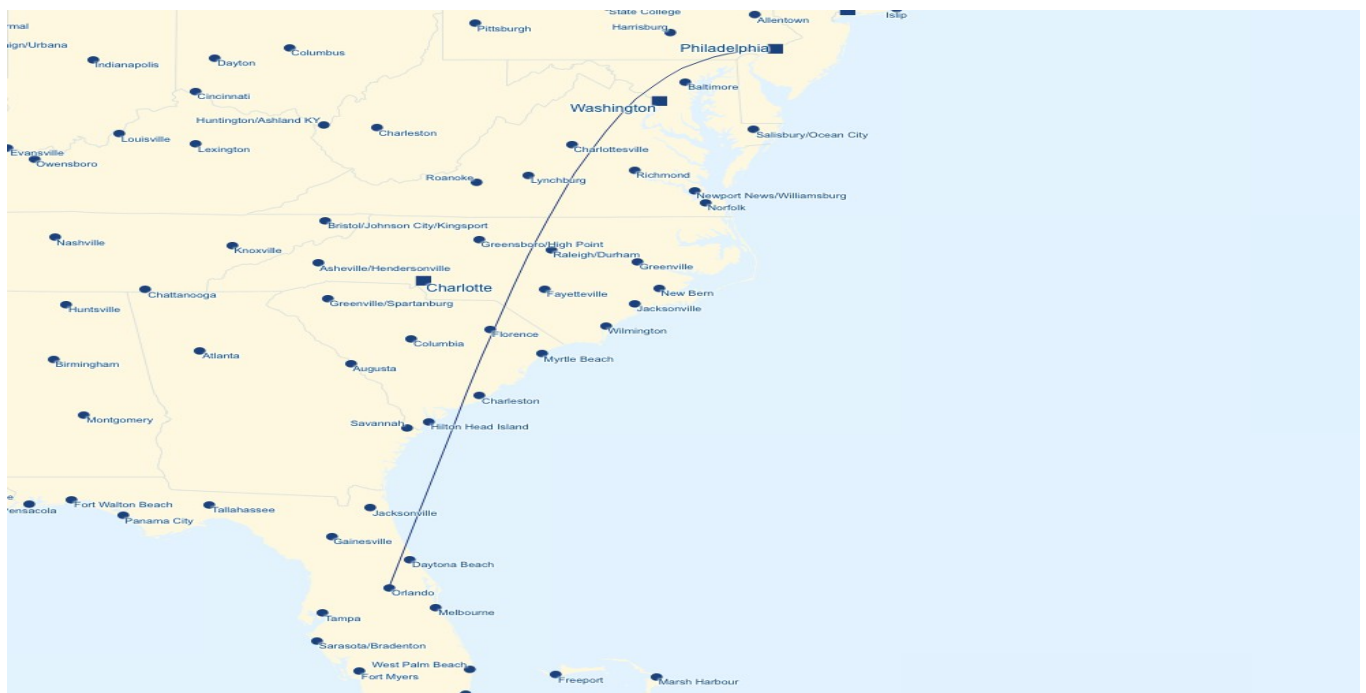


Figure 63

ADS-B & MLAT data : A provisional conclusion

18 Feb 2015 : flight of interest (Fig.64) vs normal flight route (Fig.65) for comparison

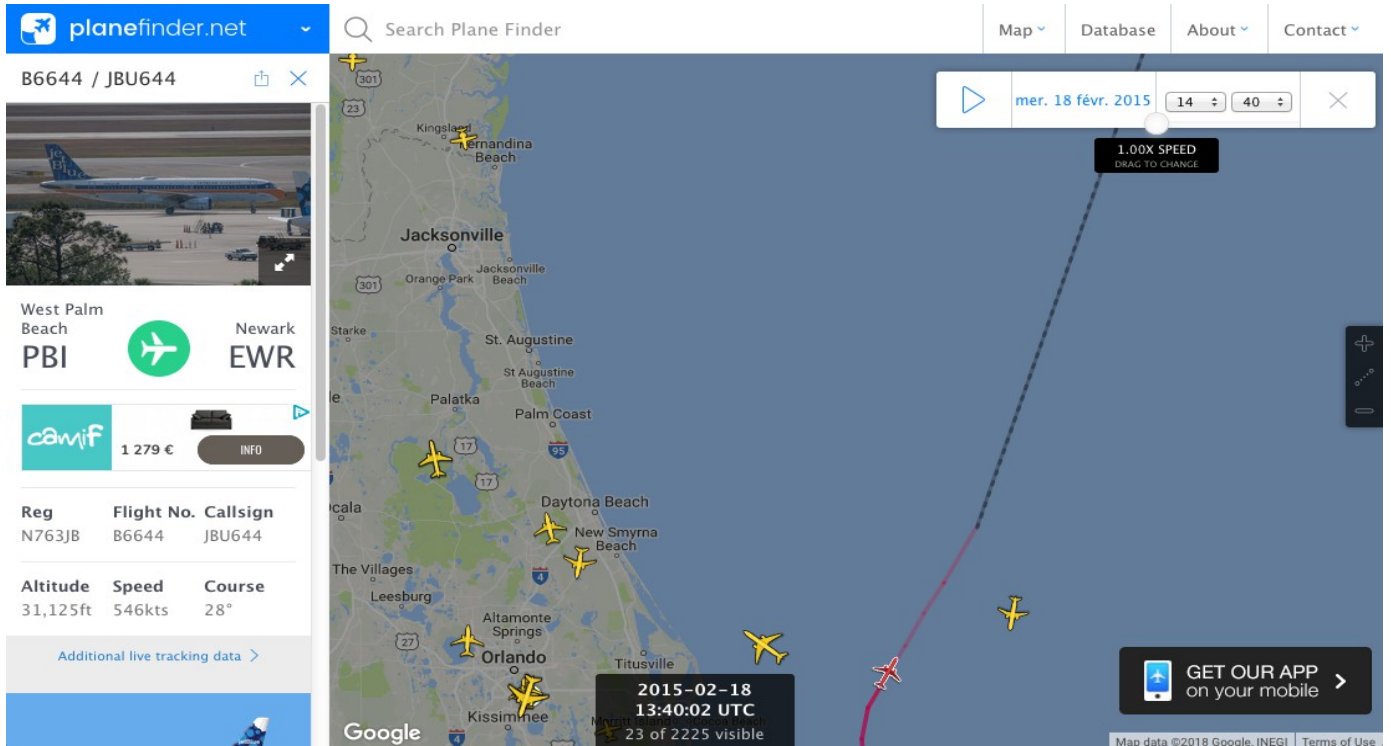


Figure 64



Figure 65

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The search for date and time...
Conclusive evidence has been found (CVW-1)



WELCOME TO
CVW-1

The search for date and time... Conclusive evidence has been found (CVW-1)

Carrier Air Wing One (CVW-1) is a USN aircraft carrier air wing based at NAS Oceana, Virginia, with most of its various squadrons also home based at NAS Oceana. Additional squadrons are based at Naval Station Norfolk/Chambers Field, Virginia; Marine Corps Air Station Beaufort, South Carolina; Naval Air Station Whidbey Island, Washington; and Naval Air Station Jacksonville, Florida. Carrier Air Wing One was assigned to USS Theodore Roosevelt (CVN-71) back in 2015.

Squadrons of interest related to « Gimbal » (2015) :

Strike Fighter Squadron 11 (VFA-11) 'Red Rippers' - F/A-18F Super Hornet
Strike Fighter Squadron 211 (VFA-211) 'Fighting Checkmates' - F/A-18F Super Hornet
Strike Fighter Squadron 136 (VFA-136) 'Knighthawks' - F/A-18E Super Hornet
Marine Fighter Attack Squadron 251 (VMFA-251) 'Thunderbolts' - F/A-18C
Electronic Attack Squadron 137 (VAQ-137) 'Rooks' - EA-18G Growler

Source : <http://www.seaforces.org/usnair/CVW/Carrier-Air-Wing-1.htm>

History :

CVW-1 and Carrier Strike Group (CSG) 4 kicked off the Composite Training Unit Exercise (COMPTUEX) with the Theodore Roosevelt Carrier Strike Group (TRCSG) in early January 2015. **CSG-4 and CVW-1 departed Norfolk on 08 January and returned for the last time to their homeport in Norfolk, Va on 10 Feb 2015.** (Fig. 66)

Source : <http://www.gonavy.jp/CVLocation71.html>

Aircraft Carrier Locations USS Theodore Roosevelt (CVN 71)	
CVW-1 (AB)	
Locations and Remarks	
08Jan2015, departed <u>Norfolk</u>	
08Jan-06Feb2015, Composite Training Unit Exercise (COMPTUEX) in the WestLant	
07Feb-09Feb2015, WestLant	
10Feb2015, returned to <u>Norfolk</u>	

Figure 66

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The search for date and time...

Complementary indirect evidence

Back in January 2015, TRCSG was comprised of Carrier Strike Group 12 staff, Destroyer Squadron (DESRON) 2 staff, USS Theodore Roosevelt (CVN 71), Carrier Air Wing (CVW) 1, and the DESRON 2 ships; the guided-missile destroyers USS Forrest Sherman (DDG 98), USS Farragut (DDG 99) and USS Winston S. Churchill (DDG 81), as well as the guided-missile cruiser USS Normandy (CG 60).

Source : http://www.navy.mil/submit/display.asp?story_id=85126

Finding solid evidence that CVN-71 returned to Norfolk before 18 Feb 2015 was my goal and I reached it but I only found one source. Therefore, here are complementary and indirect evidence that CSG-12 was back in Norfolk before 18 Feb 2015.

Below (Fig. 67, 68, 69, 70), are a few articles that I gathered to confirm and solidify my conclusion :

The screenshot shows the top of the Navy.mil website with a dark blue header. The header includes the Navy logo on the left, a search bar in the center, and a 'Subscribe to Navy News Service' link on the right. Below the header is a navigation bar with links: HOME, ABOUT, LEADERSHIP, NEWS, MEDIA, LINKS, CAREERS, and NAVY POD. The main content area features the article title 'USS McFaul Returns From COMPTUEX' in large blue letters. Below the title is the story number 'NNS150210-10' and the release date '2/10/2015 12:29:00 PM'. The author is listed as 'By Ensign Ian Akisoglu, USS McFaul Public Affairs Officer'. The article text begins with 'NORFOLK (NNS) -- The guided-missile destroyer USS McFaul (DDG 74) returned to Naval Station Norfolk, Feb. 7, after wrapping up its composite training unit exercise (COMPTUEX)'. It continues with a paragraph about the exercise and a quote from Cmdr. Mike Gunther. A photo of the USS McFaul is shown on the right side of the article. Below the photo is a 'RELATED PHOTOS' section with a link to 'Download High Resolution' and 'View All Photos'. The article also includes a 'RELATED CONTENT' section with links to 'USS McFaul Completes Live-Fire Exercise - 1/11/2015' and 'USS McFaul Participates in COMPTUEX - 1/8/2015'. At the bottom of the article is a 'Navy Social Media' section with icons for Facebook, Twitter, YouTube, and RSS. The footer of the website features the Navy logo and a link to 'Subscribe to Navy News Service'.

Figure 67

The search for date and time... **Complementary indirect evidence**

USS Forrest Sherman Finishes COMPTUEX



Sailors from the Arleigh Burke-class guided-missile destroyer USS Forrest Sherman (DDG 98) returned to Naval Station Norfolk, Feb. 6, after bolstering their joint warfighting capabilities during a composite unit training exercise (COMPTUEX) held off the coasts of Virginia, the Carolinas and Florida coasts.

During the nearly month-long exercise, the Theodore Roosevelt Carrier Strike Group (TRCSG) practiced detailed planning, communication and

execution during a variety of missions in order to complete COMPTUEX.

Cmdr. John Krisciunas, commanding officer of USS Forrest Sherman, said:

“ COMPTUEX provided the strike group an opportunity to exercise our tactical capability in a dynamic, complex, at-sea scenario. This aided the strike group in honing the required skill sets as we prepare for our scheduled deployment.

COMPTUEX is a series of training scenarios designed to certify TRCSG as a deployment-ready fighting force capable of completing operations in overseas theaters.

Mentor, trainers and assessors from Carrier Strike Group (CSG) 4 evaluated Forrest Sherman Sailors as they responded to various warfare scenarios, such as simulated surface, air, undersea, strike, and electronic attacks. In addition, CSG-4 assessed maritime security operations, such as visit, board, search and seizure (VBSS), live-fire evolutions, and strike group formations.

Figure 68

The search for date and time...

Complementary indirect evidence



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Normandy Completes COMPTUEX

Story Number: NNS15020615 Release Date: 2/6/2015 11:28:00 AM

By Mass Communication Specialist 3rd Class Justin R. DiNiro, USS Normandy (CG 60) Public Affairs

NORFOLK (NNS) -- The guided-missile cruiser USS Normandy (CG 60) returned to homeport, Feb. 6 after the completion of composite training unit exercise (COMPTUEX) in preparation for a slated deployment.

COMPTUEX is a compilation of intense training scenarios designed to test a ship's ability to collaborate with other units in a carrier strike group (CSG) on all levels and all departments in a multitude of exercises based upon real world scenarios, which allow the ship to be deployable.

"We took our previous trainings and, from the start, we noticed our areas of improvement, and we gauged what areas we should fortify just a little more to really flex how much we've learned," said Cmdr. Rochelle Hill, Normandy's executive officer, from Clearwater, Florida. "One of the apexes of this volume of training is to exhibit our procedures and ability to work cohesively as a strike group. Bottom line: this was an incredible learning experience for all of us."

"It is like war games on full blast. Every second of every day is spent engaging contacts, identifying potential threats and measuring your proper response to any scenario," said Operations Specialist 1st Class Yusef Robertson, from Queens, New York. "Normandy has a role essentially playing big brother in protecting the strike group, and we have to act and engage every situation with a technical prowess that can only be developed in an exercise like COMPTUEX."

Right out of the gate, fast attack craft (FAC), masquerading as hostile enemy vessels, attacked Normandy, and the exercise begins. Leadership called up the Ship Nautical or Otherwise Photographic Interpretation Evaluation (SNOOPIE) team for visual identification. The ship's small craft action team (SCAT) manned its weapons, and the level of intensity rose exponentially.

"SCAT is a vital role in the defense capabilities of the ship. Our line of defense is essential when engaging fast action craft and covering the areas where our major surface defense weapons might not reach," said Gunner's Mate 2nd Class Matthew Allen, from Houston, Texas. "We train in all areas of crew served weapons, such as the M240B machine gun and M2 HB .50-caliber mounted heavy weight machine gun. There is a lot of practice spent firing these weapons to keep our eyes and accuracy intact."

COMPTUEX takes all hands from all departments syncing their minds and relaying messages to properly demonstrate the capabilities of a fully functioning deployable Navy cruiser. The combat information center (CIC) buzzed with calls over the 1MC, the ship's intercom system, of incoming attacks, potential targets, evaluation of threats and the extermination of our simulated target vessels.

"The combat information center is essentially the brains of the ship. When you think about it, we are simulating potential real-world scenarios, and every exercise tests your ability to work as a ship, as a strike group and overall as a department," said Robertson. "We have to be able to control the flow of force and be able to rely on each and every individual to work for a greater purpose. It can get hectic and tiring, but this is what we train for."

Normandy never stopped operating. From dusk until dawn, minds raced. Sailors onboard focused on operations: damage control drills, engineering checks, combat systems test and displays and more than a fair share of general quarters (GQ) drills.

RELATED PHOTOS



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150112-N-ZY039-033 ATLANTIC OCEAN (Jan. 12, 2015) Operations Specialist Seaman Tevin Blevins from Charleston, S.C., stands watch in the combat information center during a synthetic tracking exercise aboard the Ticonderoga-class guided-missile cruiser USS Normandy (CG 60). Normandy is underway for composite training unit exercise (COMPTUEX) conducting maritime training operations in preparation for deployment. (U.S. Navy photo by Mass Communication Specialist 3rd Class Justin R. DiNiro/Released)

January 20, 2015

RELATED CONTENT

USS Normandy Sets Sail For COMPTUEX - 1/10/2015

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Figure 69

The search for date and time... **Complementary indirect evidence**

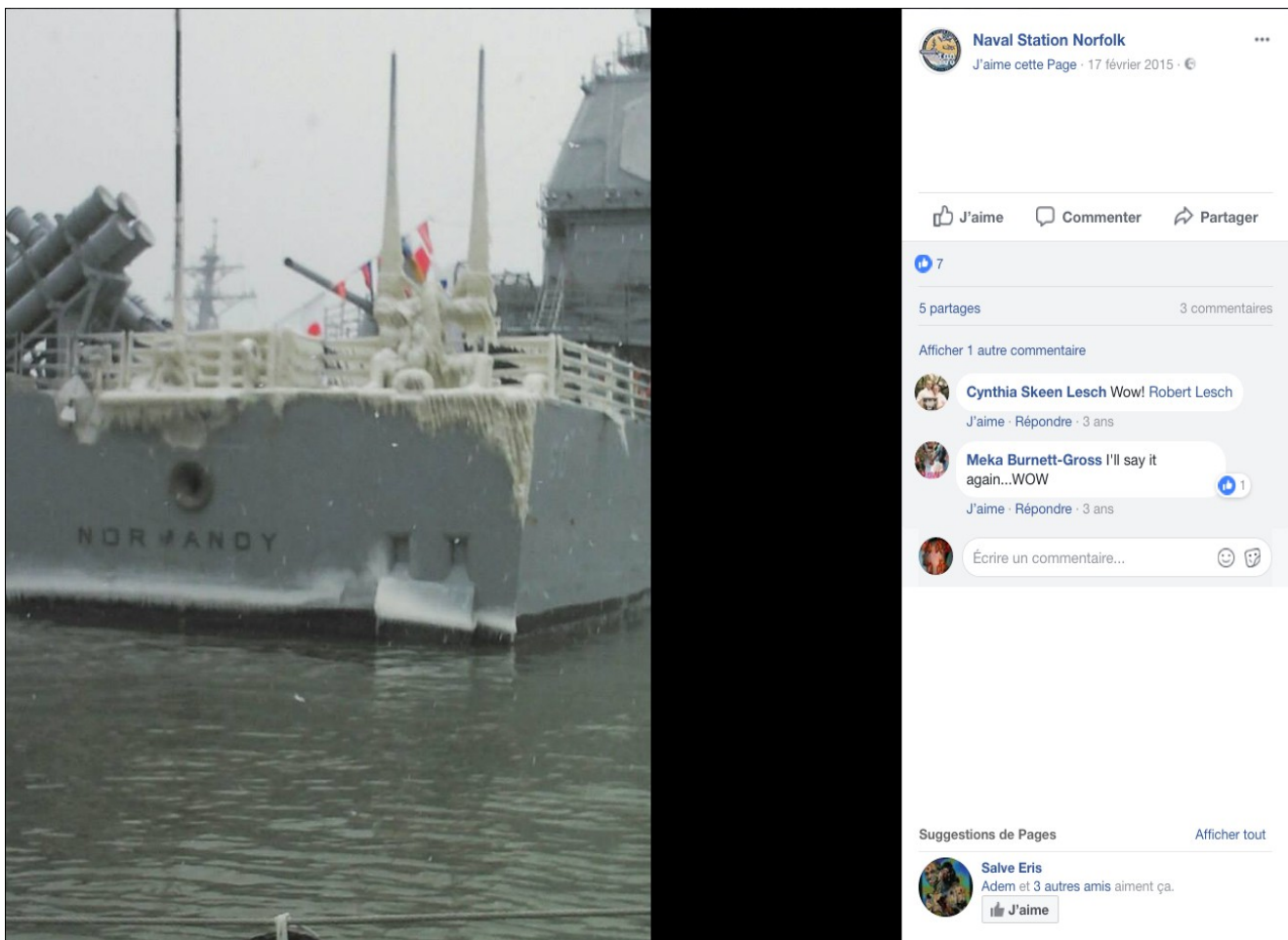


Figure 70

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The search for date and time...

**More informations related to January 2015
USCG & US Department of Homeland Security**

My search for NOTAMS was unfructuous, therefore, I decided to search for LNMS in the areas of interest. Below is my source :



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 7

Week: 03/15

Commander, Seventh Coast Guard District (Dpw)
Brickell Plaza Federal Building
909 SE 1st Avenue, Room 406
Miami, Florida 33131-3028
Telephone (305) 415-6750
Fax (305) 415-6757

Inquiries, Published Articles or Information - email Lee.dragon@uscg.mil or (305) 415-6752
After business hours, emergencies, holidays contact D7 Command Center (305) 415-6800

BROADCAST NOTICE TO MARINERS

Navigation information having been of immediate concern to the Mariner, and promulgated by the following broadcasts, has been incorporated in this notice when still effective:

- CCGD7 (D7) BNM 018-15 to 026-15
- SECTOR CHARLESTON (CHA) BNM 004-15 to 017-15
- SECTOR JACKSONVILLE (JAX) BNM 010-15 to 014-15
- SECTOR MIAMI (MIA) BNM 018-15 to 030-15
- SECTOR KEY WEST (KWT) BNM 006-15 to 010-15
- SECTOR ST. PETERSBURG (STP) BNM 057-15 to 085-15
- SECTOR SAN JUAN (SJN) BNM 005-15 to 011-15

The search for date and time...

More informations related to January 2015
USCG & US Department of Homeland Security

LNMS in the time period of interest (Fig.71). As you can notice, 26 Jan 2015 is not displayed. This does not mean that CSG-12 and CVW-1 stopped their exercises right after 26 Jan 2015 but rather that such exercises did not represent an hazard to surface vessels. As you will see, another NTMS was also issued in February as well and official documents prove that CSG-12 and CVW-1 were still participating in COMPTUEX in early February without break :

ATLANTIC OCEAN - GEORGIA - FLORIDA-JACKSONVILLE: U.S. NAVY EXERCISES HAZARDOUS TO SURFACE VESSELS

The following areas will contain exercises hazardous to surface vessels in the Jax/Chasnoa during 19-25 JANUARY, 2015. Mariners are advised to avoid these areas.

DATE: 19-25 JAN TIME: 0000-2359 (LCL)

AREA BOUNDED BY AREA

30-45N2 80-56W9 GUNEX AREA

30-45N2 80-30W1 W-137L

30-34N0 80-30W1

30-34N0 80-57W0

30-36N2 80-57W0

30-45N2 80-30W0 W-138L

30-45N2 79-38W7

30-34N0 79-41W1

30-34N0 80-30W1

DATE: 19-25 JAN TIME: 0000-2359 (LCL)

29-20N3 79-50W1 31J

29-20N3 79-40W0

29-10N2 79-40W0

29-10N2 79-50W1

DATE: 19-25 JAN TIME: 0000-2359 (LCL)

30-00N3 81-00W9 27C

30-00N3 80-50W3

29-50N6 80-50W3

29-50N6 81-00W9

Figure 71

Nb : some of the warning areas displayed in this report can be found in page 2 (Fig.1) and in page 3 (Fig.2)

The search for date and time...

More informations related to February 2015 USCG & US Department of Homeland Security

LNMS for the month of February 2015 (Fig.72) :

ATLANTIC OCEAN - GEORGIA - FLORIDA-JACKSONVILLE: U.S. NAVY EXERCISES HAZARDOUS TO SURFACE VESSELS

The following areas will contain exercises hazardous to surface vessels in the Jax/Chasnoa during 02- 08 FEBRUARY, 2015. Mariners are advised to avoid these areas.

DATE: 02-08 FEB TIME: 0000-2359 (LCL)

AREA BOUNDED BY AREA

30-45N2 80-56W9 GUNEX AREA

30-45N2 80-30W1 W-137L

30-34N0 80-30W1

30-34N0 80-57W0

30-36N2 80-57W0

30-45N2 80-30W0 W-138L

30-45N2 79-38W7

30-34N0 79-41W1

30-34N0 80-30W1

29-20N3 79-50W1 31J

29-20N3 79-40W0

29-10N2 79-40W0

29-10N2 79-50W1

30-00N3 81-00W9 27C

30-00N3 80-50W3

29-50N6 80-50W3

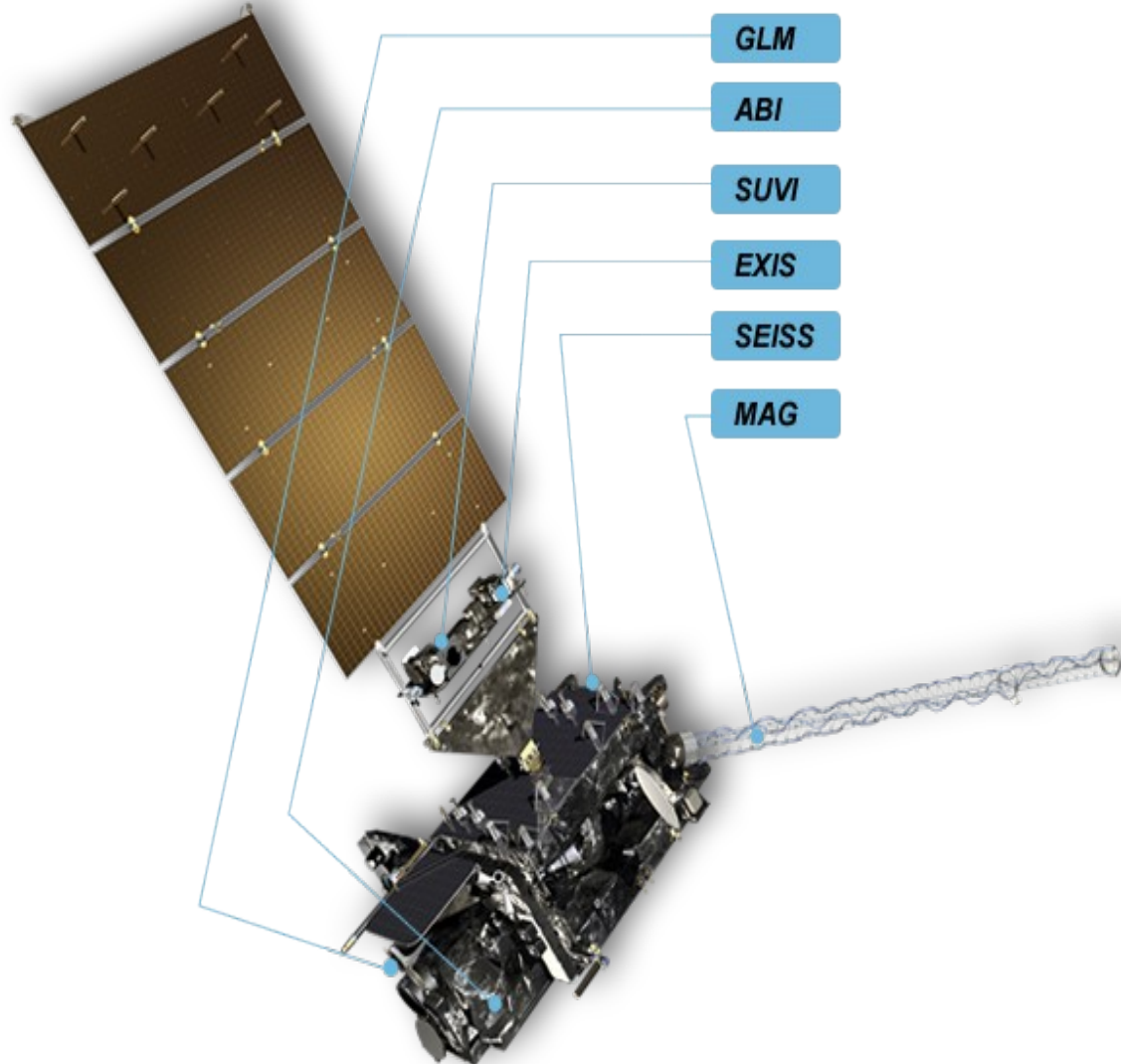
29-50N6 81-00W9

Figure 72

Nb : some of the warning areas displayed in this report can be found in page 2 (Fig.1) and in page 3 (Fig.2)

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The search for date and time...
Weather Satellite Imagery (GOES-13)



The search for date and time...

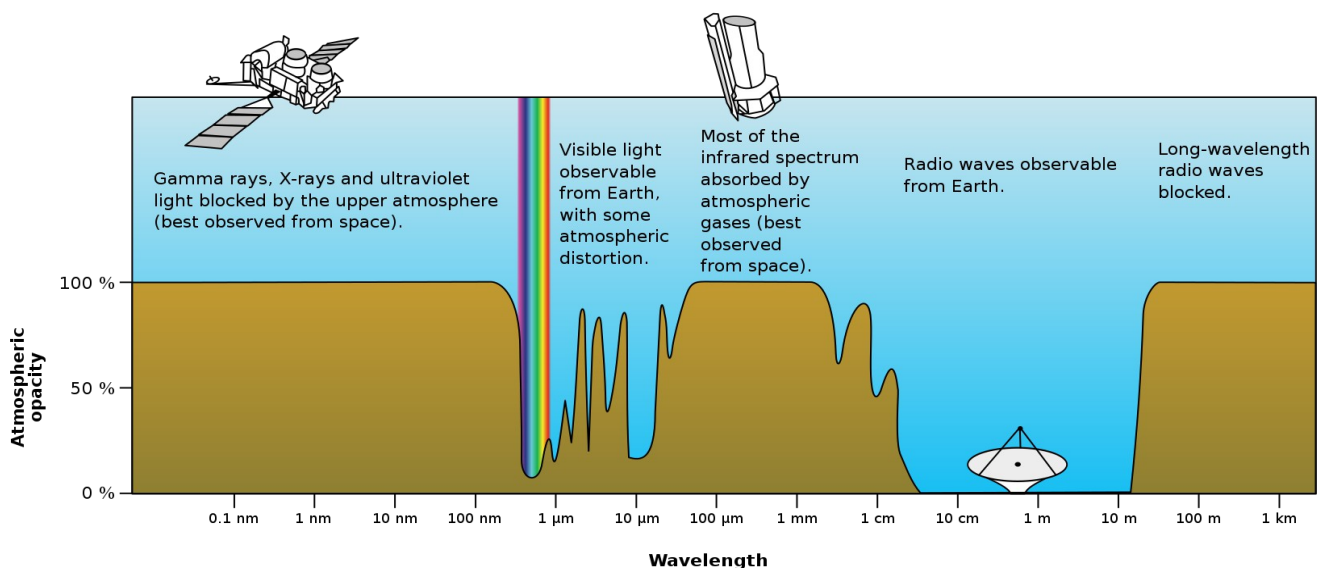
Weather Satellite Imagery (GOES-13)

Goes-13 is a geostationary weather satellite that was operated by NOAA. I searched SDS* inventory & database to gather a few images both in the Shortwave Infrared ($3.9\text{ }\mu\text{m}$) window when it was still nighttime and in the Vis ($0.63\text{ }\mu\text{m}$) when it was not.

Some basic principles about the images you are about to see :

1. Thunderstorms will show bright white on both visible and infrared. A thick cloud will be bright white on visible and cold cloud tops will show bright white on infrared.
2. If a cloud is not very white on visible then it is likely a thin cloud. If a cloud is not very white on infrared then it is likely a cloud near the surface or it is a very thin cloud.
3. Wispy looking clouds on visible that are very white on Shortwave infrared are likely high level clouds such as cirrus or anvil blowoff.
4. Cumulus clouds have a lumpy texture. Stratus clouds have a flat texture especially when not on Visible. Cirrus clouds tend to be thin and show up white on infrared.
5. If the cloud is bright white on infrared then it is a high cloud or has a cloud top that is developed high into the troposphere
6. If a cloud is bright white on visible but is not bright on infrared then it is likely this is a cloud that is close to the earth's surface. This can happen when there is a thick layer of fog or stratus near the surface.
7. If cloud is seen on visible but very hard to see on infrared then it could be a layer of fog or shallow stratus near the surface.

* <http://inventory.ssec.wisc.edu/inventory/>



The search for date and time...
Weather Satellite Imagery (GOES-13)

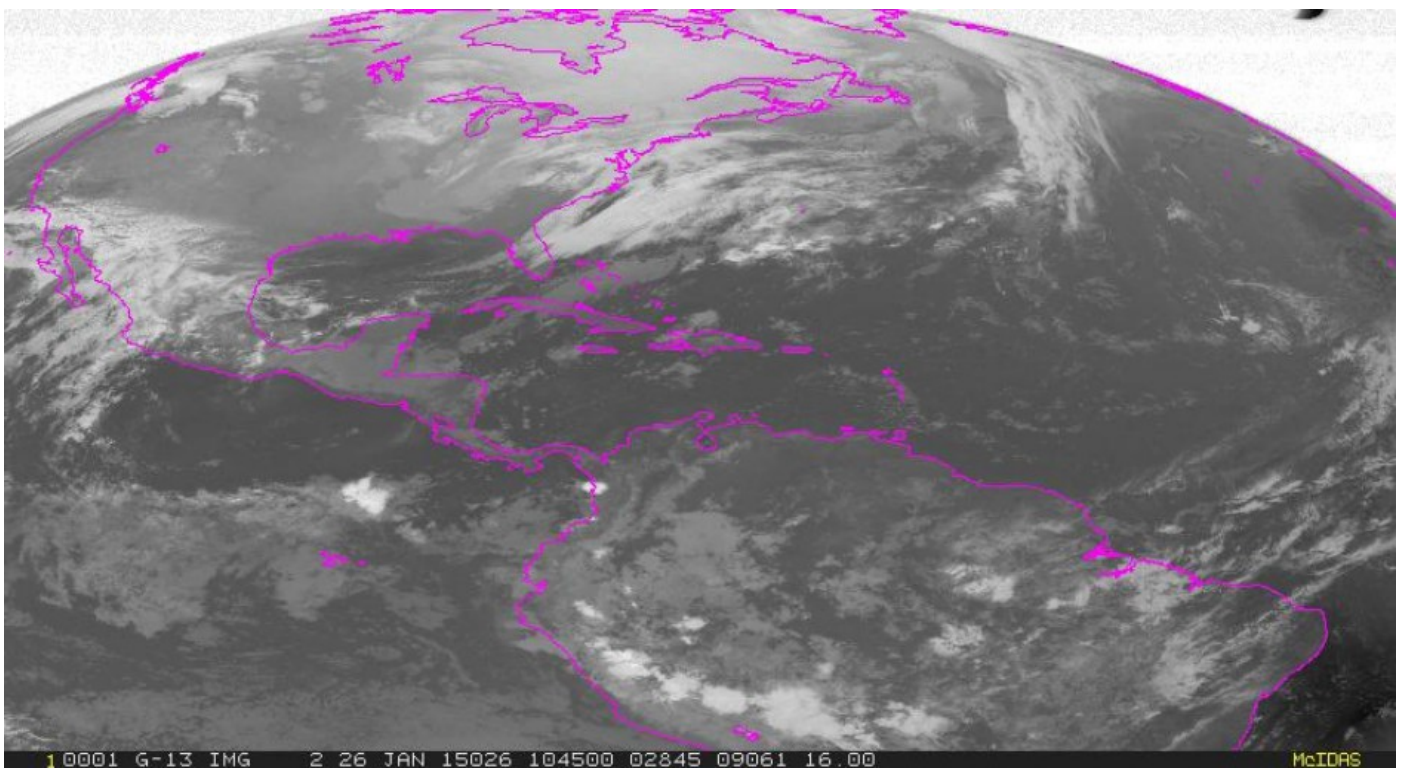


Figure 73
Date : 01/26/2015
Time : 1045Z (UTC)
Wavelength : Shortwave Infrared (3.9 μm)
Resolution : 4 km

The search for date and time...
Weather Satellite Imagery (GOES-13)

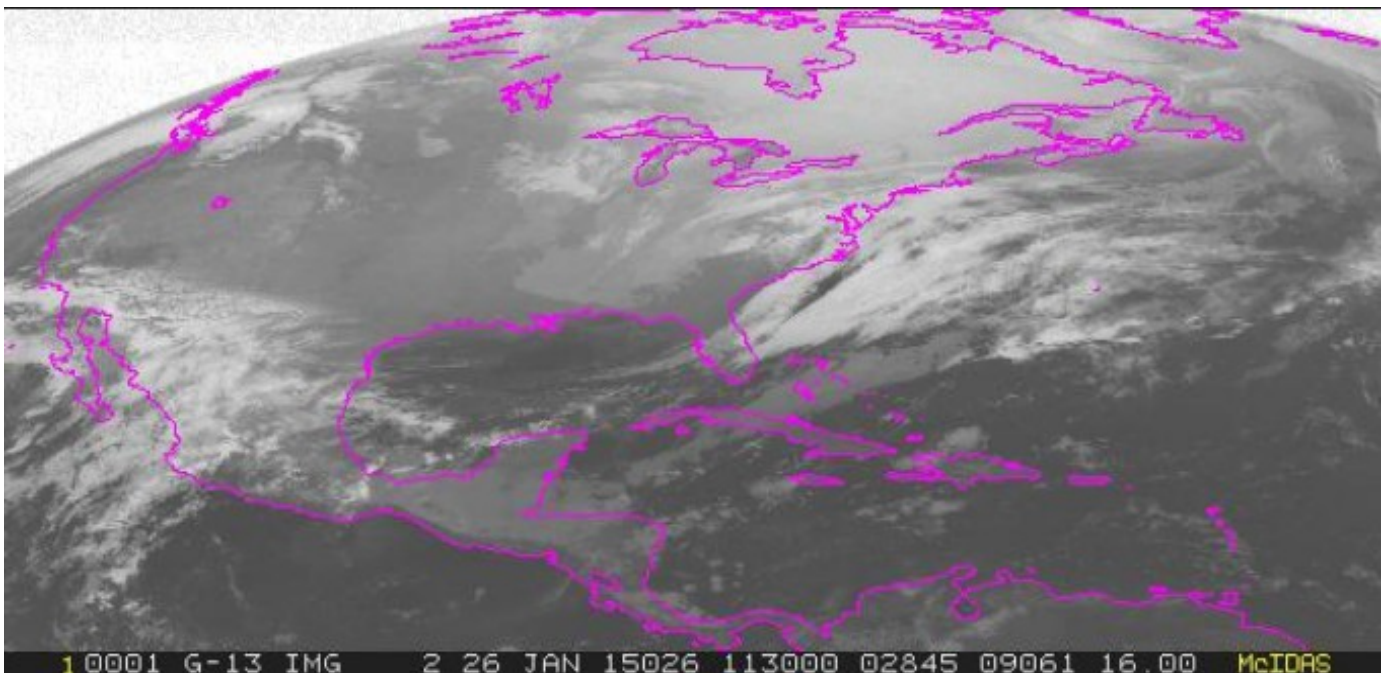


Figure 74
Date : 01/26/2015
Time : 1130Z (UTC)
Wavelength : Shortwave Infrared (3.9 μm)
Resolution : 4 km

The search for date and time...
Weather Satellite Imagery (GOES-13)

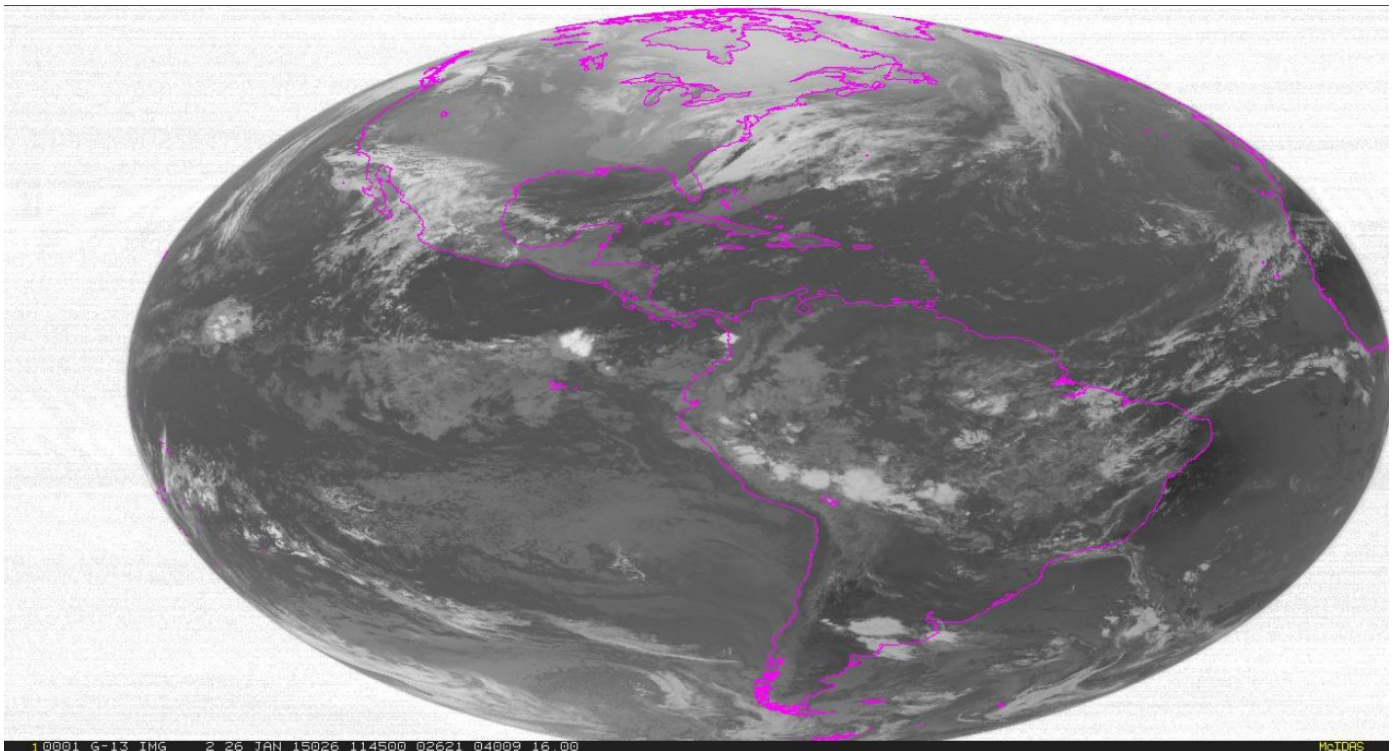


Figure 75
Date : 01/26/2015
Time : 1145Z (UTC)
Wavelength : Shortwave Infrared (3.9 μm)
Resolution : 4 km

The search for date and time...
Weather Satellite Imagery (GOES-13)

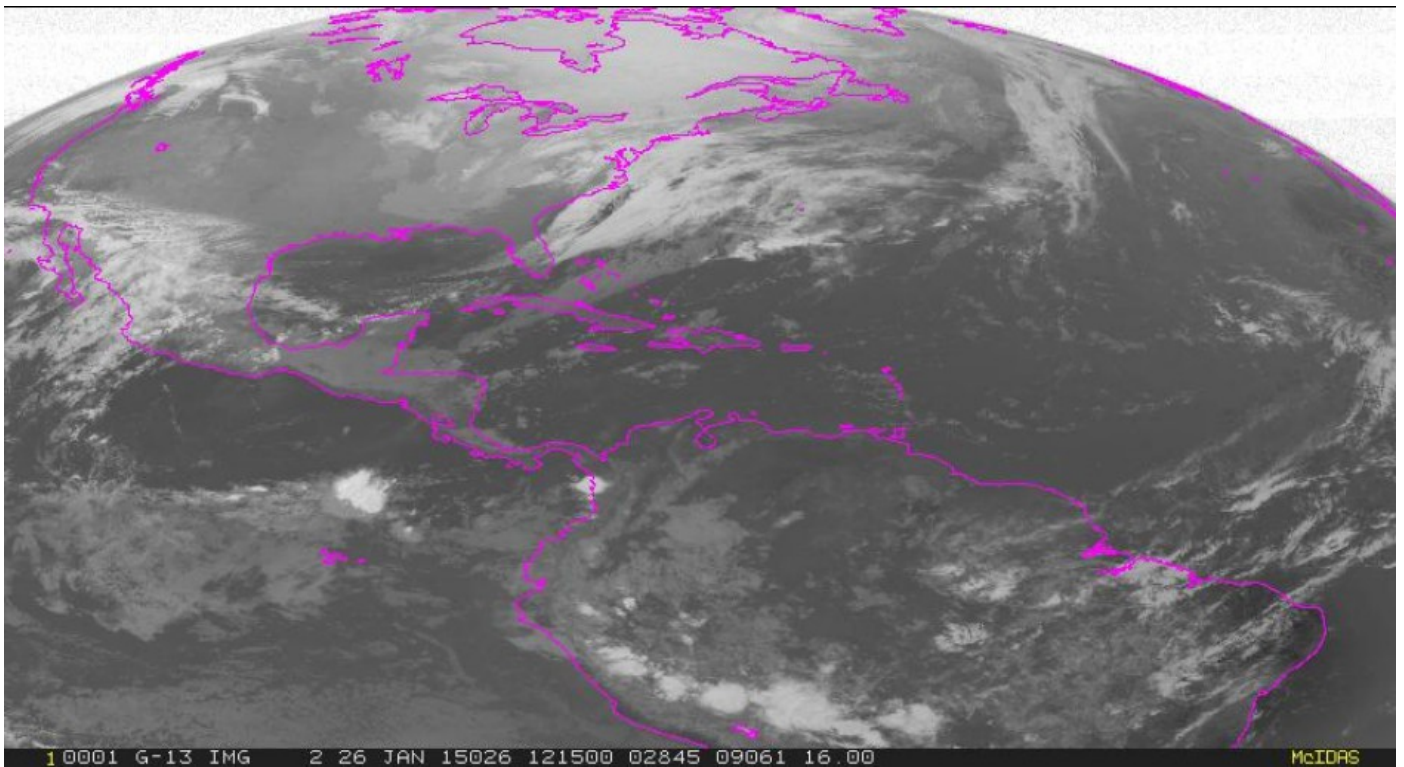


Figure 76
Date : 01/26/2015
Time : 1215Z (UTC)
Wavelength : Shortwave Infrared (3.9 μm)
Resolution : 4 km

The search for date and time...
Weather Satellite Imagery (GOES-13)

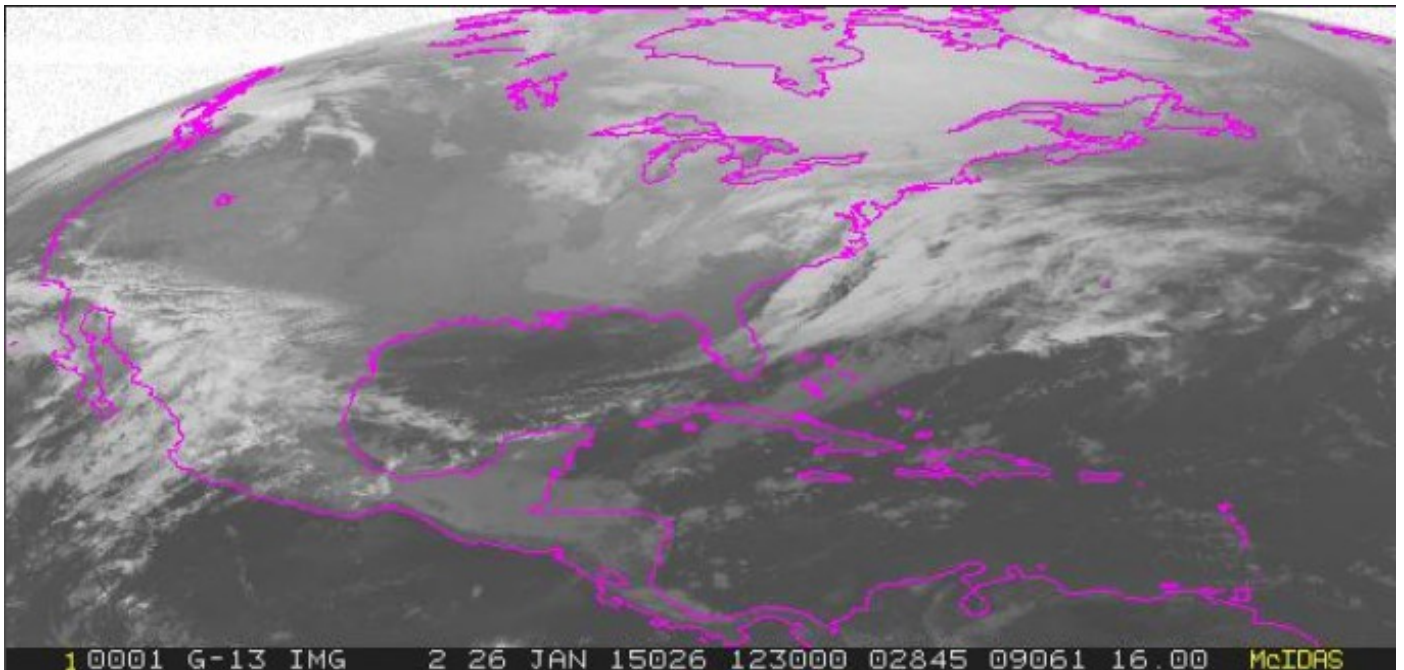


Figure 77
Date : 01/26/2015
Time : 1230Z (UTC)
Wavelength : Shortwave Infrared (3.9 μm)
Resolution : 4 km

The search for date and time...
Weather Satellite Imagery (GOES-13)

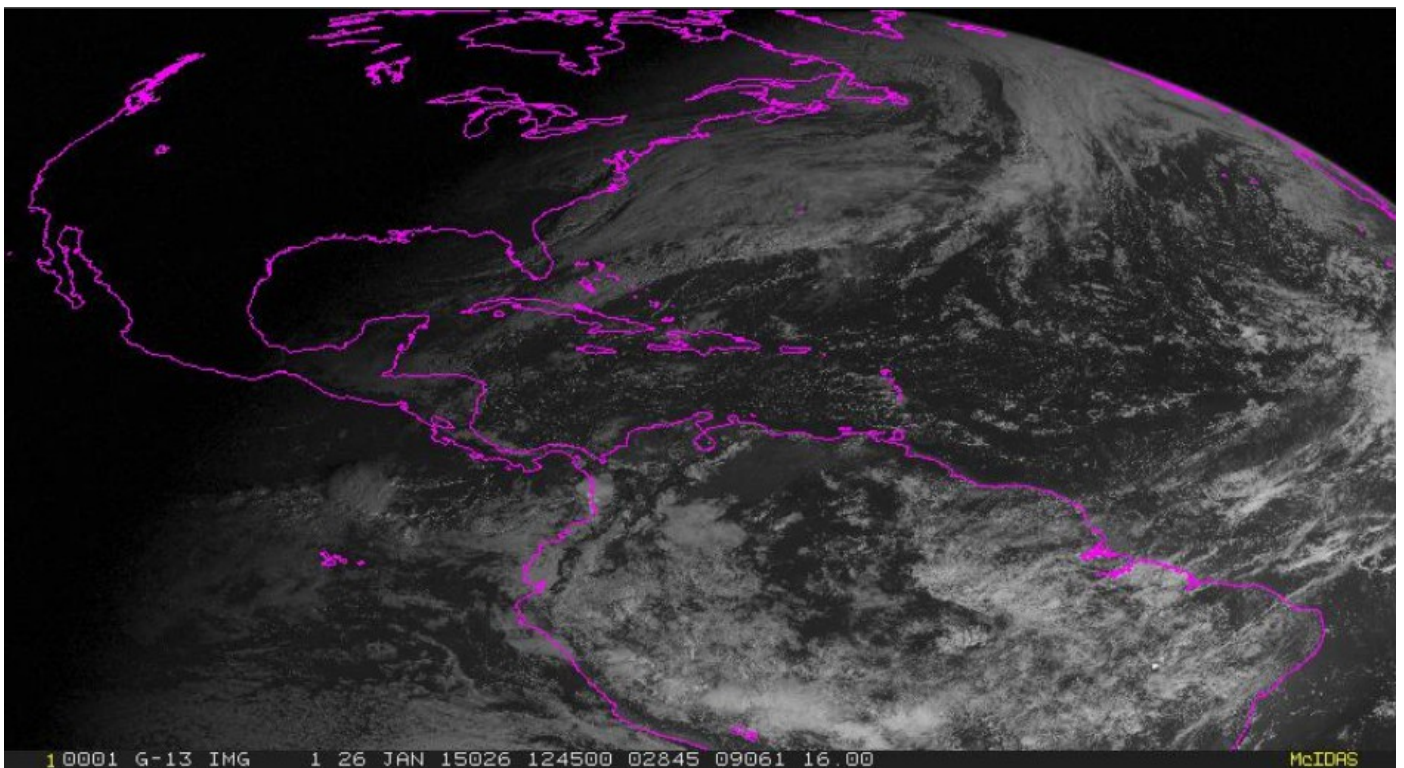


Figure 78
Date : 01/26/2015
Time : 1245Z (UTC)
Wavelength : Vis (0.63 μm)
Resolution : 1 km

The search for date and time...
Weather Satellite Imagery (GOES-13)

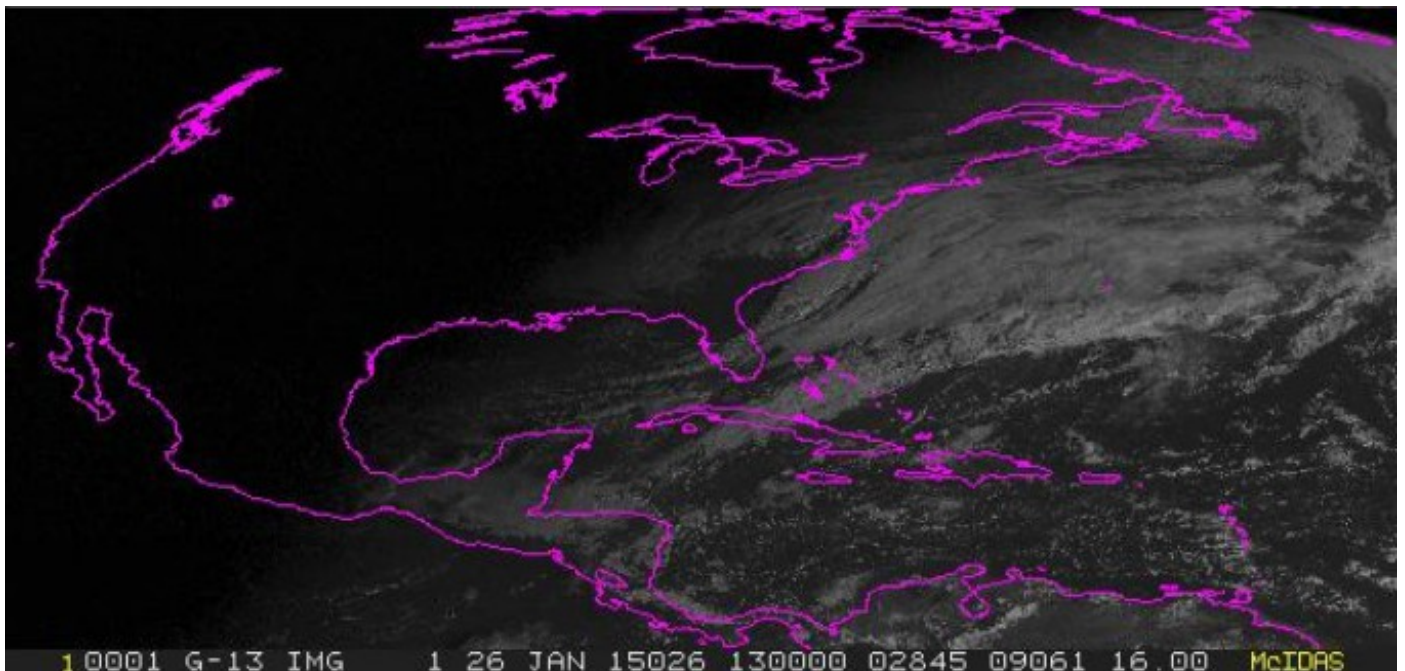


Figure 79
Date : 01/26/2015
Time : 1300Z (UTC)
Wavelength : Vis (0.63 μm)
Resolution : 1 km

The search for date and time...

Weather Satellite Imagery (GOES-13)

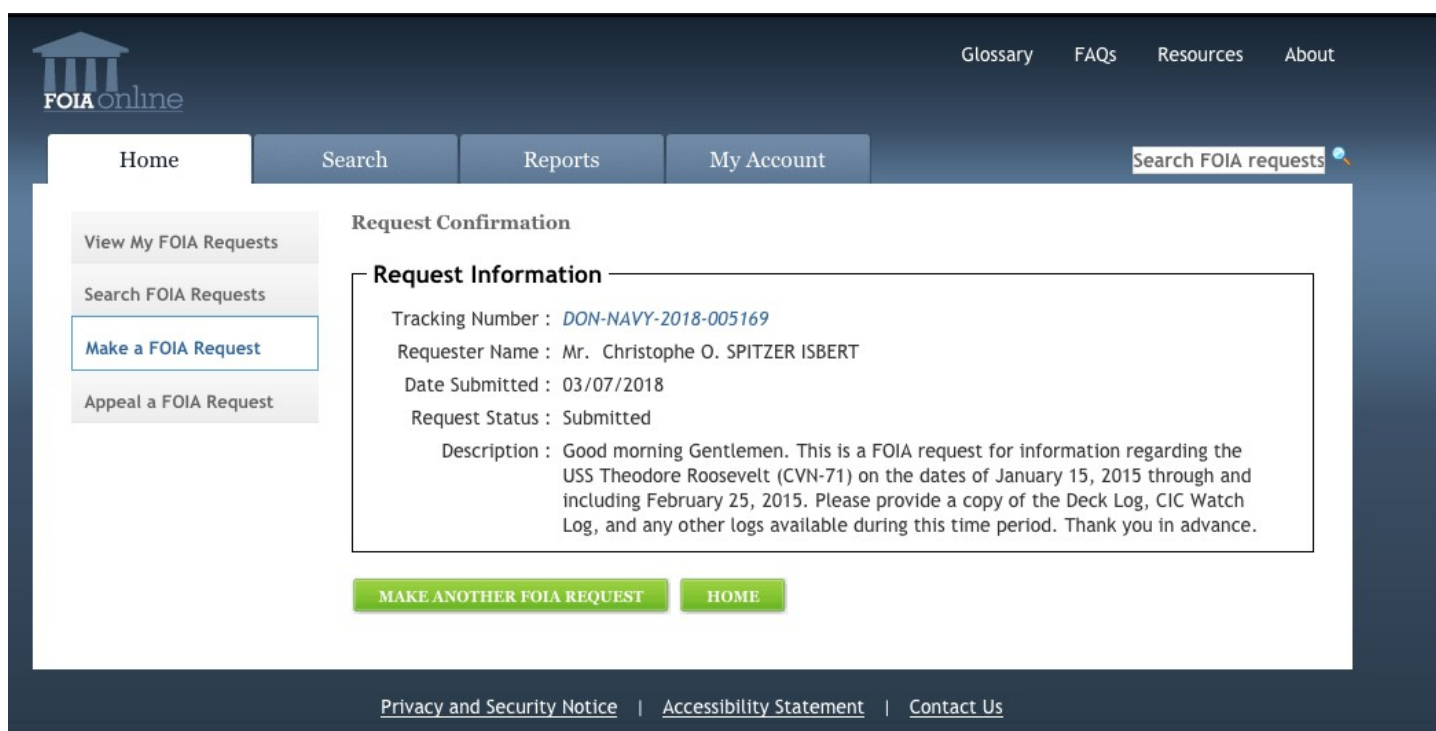
Animated image of Figures 77, 78, 79. A cold front was moving from the NNW to the SSE :

<https://imgur.com/a/zl2xK>

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The search for date and time...

FOIA : DON-NAVY-2018-005169



The screenshot displays the FOIAonline website interface. At the top, there is a navigation bar with links for Glossary, FAQs, Resources, and About. Below this is a secondary navigation bar with Home, Search, Reports, and My Account. A search bar on the right of this bar contains the text "Search FOIA requests". On the left side, there is a sidebar with links: View My FOIA Requests, Search FOIA Requests, Make a FOIA Request (highlighted), and Appeal a FOIA Request. The main content area is titled "Request Confirmation" and contains a "Request Information" section. This section lists the following details: Tracking Number : [DON-NAVY-2018-005169](#), Requester Name : Mr. Christophe O. SPITZER ISBERT, Date Submitted : 03/07/2018, and Request Status : Submitted. A description follows: "Good morning Gentlemen. This is a FOIA request for information regarding the USS Theodore Roosevelt (CVN-71) on the dates of January 15, 2015 through and including February 25, 2015. Please provide a copy of the Deck Log, CIC Watch Log, and any other logs available during this time period. Thank you in advance." At the bottom of the main content area, there are two green buttons: "MAKE ANOTHER FOIA REQUEST" and "HOME". The footer of the page contains links for Privacy and Security Notice, Accessibility Statement, and Contact Us.

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Request Information

Tracking Number : [DON-NAVY-2018-005169](#)
Requester Name : Mr. Christophe O. SPITZER ISBERT
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The search for date and time...

FOIA : DON-NAVY-2018-005169

• DON-NAVY-2018-005169

Yahoo/Boîte ré... ★



À : chrisisbert@ymail.com



18 avr. à 18:14 ★

Dear Mr. Spitzer,

This is to acknowledge your Freedom of Information Act request in which you requested deck logs for the USS THEODORE ROOSEVELT (CVN 71) for January 15, 2015 through February 25, 2015.

Our agency has been advised to no longer review on site, process or release documents for FOIA requests involving deck logs and command history reports of nuclear vessels due to possible disclosure of Naval Nuclear Propulsion Information (NNPI). NNPI is information that can be found in the deck logs as well as the command history that is considered restricted and oftentimes classified.

At the moment, we have been instructed to run all such records through Naval Reactors in order for them to review and make the determination on whether we can continue processing. Since this process is completely out of the control of the Naval History and Heritage Command, the time line for processing your request is uncertain. However, we will keep you updated if there are any developments regarding your request.

I am the designated point of contact for transferring records pertaining to your request to Naval Reactors for review and processing. Should you have any questions, do not hesitate to contact me at your earliest convenience.

Sincerely,

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The search for date and time...

Conclusion :

Searching for the exact date was a rather long process but based on my investigations, **26 Jan 2015** seems to be the best and only possible candidate for « Gimbal ».

I want to thank Keith Basterfield for sharing his radiosounding data, Robert Powell (SCU) and Rich Hoffman (SCU) for their help when I had questions.

I hope that this finding will help skilled investigators/researchers to find data/records about this specific event (or events) and why not, about the « Go Fast » event if both are linked in space and time.