

MEMORANDUM FOR RECORD

The following information is provided concerning a Malfunction/Accident/Incident involving TACOM equipment:

- a. Location of MAIR: Baghdad, Iraq
- b. Date and Time of MAIR: 5:20 AM (before dawn), 28 August 2003.
- c. Identification of Unit involved: 2/70 Armor Battalion, 1 AD
- d. Injuries/Fatalities: The Tank Commander received minor shrapnel wounds to the legs and arms and the Gunner got some in his arm.
- e. Identification of Weapon/Ammunition/Equipment/Vehicle (SN, bumper #, ammo lot #) Involved: M1A1 Tank, serial number L13170, bumper number B 24.
- f. Property Damage: The #4 right-hand skirt (TM 9-2350-264-24P-1 dated March 2003, Figure 274, Item 17, NSN 2510-01-166-2049, p/n 12323656), the Hull, the NBC hose behind the Gunner's Seat (TM 9-2350-264-23P-2, dated April 2003, Figure 225, Item 13, NSN 4720-01-320-5774, p/n 12324460-9), the back of the Gunner's seat (Figure 137, Items 1 & 30, Frame NSN 2540-01-362-5768, p/n 12931155, Cushion NSN 2540-01-144-1458, p/n 12312153), the safety guard that stands upright on the loaders side of the slip ring cover (Figure 132, Item 28, NSN 1015-01-250-5976, p/n 9377649), and the TNB (Figure 139, Item 22, NSN 5975-01-316-9270, p/n 12549752) were all damaged. The skirt and hull can be repaired by the unit, the safety guard is still serviceable, and they can replace the others. The TNB is beyond repair because the housing is damaged.
- g. Description of Incident: While on patrol the tank was hit by "something". There is a hole in the #4 Right-hand skirt. Because of the classified nature of the insides of the skirt, the hole is covered by paper in this photo:



The hole is about the diameter of a pencil. My little finger will not go into it. It is in the skirt proper very near where the bead weld makes a ninety-degree turn to go up for the hinge. On the inside the skin protrudes slightly around the hole. From there the "something" traveled over the track and below the deck entering the hull with the same size hole.



The soldier is holding his hand over the exit hole in the skirt.
Here's a close-up of the hole:



This is what it looks like on the inside where it entered the turret well:



It then tore the NBC hose behind the Gunner's Seat and bent the basket shield:



It passed through the Gunner's Seat Back at a very oblique angle.



The Gunner said it felt like someone hit him in the back with a hammer and he was thrown against the GPS. Here's what the left kidney area of his flak jacket looks like:



He says he is not even bruised. The "something" then crossed under the breech and hit the safety guard. Here is the entry side:



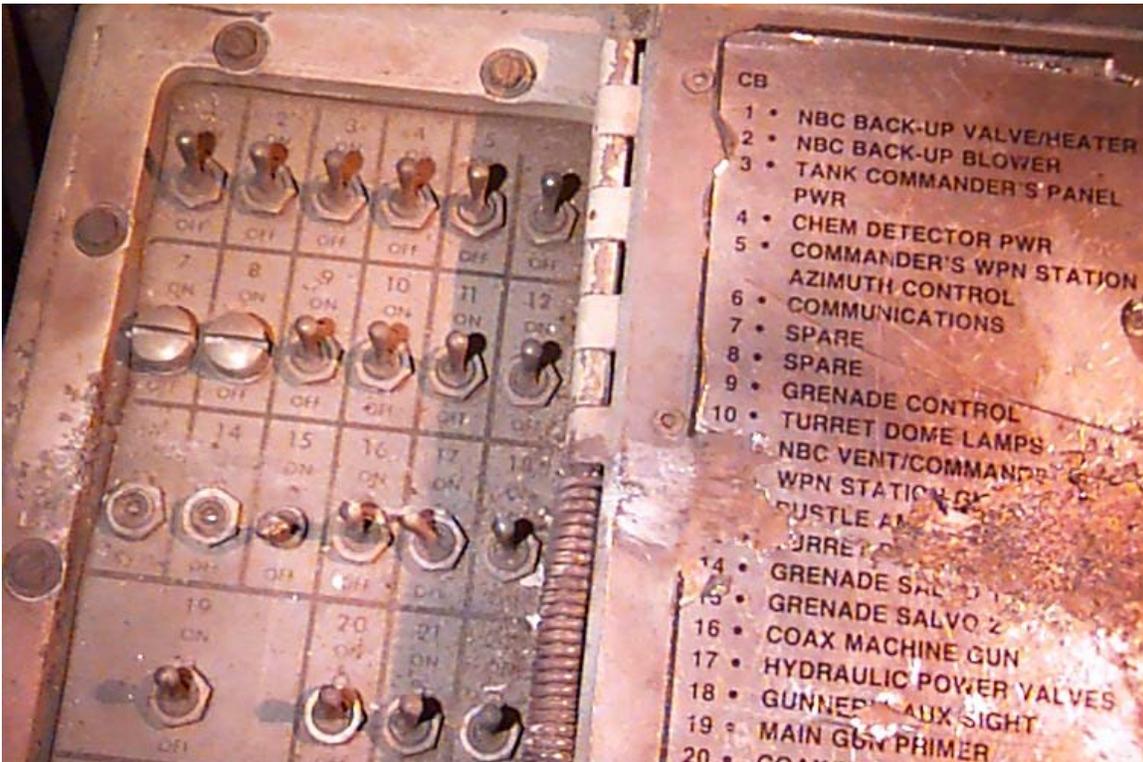
And here is the exit side, please notice the residue of what appears to be copper or bronze. This can be seen in several places:



Next came the TNB:



Through the Circuit Breaker Panel:



And into the hull again:



Where it dug a hole one and a half to two inches deep.

h. Other Pertinent Information: The unit is very anxious to have this "SOMETHING" identified. It seems clear that a penetrator of a yellow molten metal is what caused the damage, but what weapon fires such a round and precisely what sort of round is it? The bad guys are using something unknown and the guys facing it want very much to know what it is and how they can defend themselves against it. Can someone tell us? If not, can we get an expert on foreign munitions over here to exam this vehicle before repairs are begun? Please respond quickly.

Also, the TC of the second tank was very frustrated as he attempted to return fire by a lack of a night vision sight for the .50 CAL MG. He said the launch point appeared to be about 100 meters away.

The unit went back after daylight to try to find evidence of what was fired but everything, even the .50 CAL brass from the second tank was gone. The only thing they found was the muzzle plug from B24 which popped off when it was hit.

- i. Radioactive Devices:
- o Were any radioactive devices involved? No.
 - o If yes, Name of item:
 - o Was the Source damaged?
 - o If damaged, was a wipe test performed?

- j. Weather Condition/Type of terrain: Approximately 70 degrees and dry/an urban street market
- k. Cause of MAIR: Enemy action
- l. Authorized Usage: Yes
- m. Cargo/How loaded: N/A
- n. Fire Suppression System (available/activated - tracked vehicles): The crew expressed their heartfelt thanks to the designers of the Halon fire suppression system.
- o. Will TI be performed? Already done.
- p. Follow-up Report Required? (If Tied, follow-up is required.) Yes___, No___, (M1 FOV, Fires, only).
- q. Source of information for this report: The TC and gunner and the TC of another tank that was nearby at the time of the attack.
- r. Date/Time of Report Preparation: 29 September 2003, 1900 hours.
- s. POC. Name, telephone number, and email address, of submitting TACOM LAR and Local points, of contact for further information is: Terry Hughes thughes@larnet1.ria.army.mil.
- t. Remarks for M1 FOV fires (part number/NSN of parts repaired/replaced): N/A