

**SOME FORMS MAY CONTAIN INFORMATION THAT IS PROTECTED FROM RELEASE UNDER THE  
FREEDOM OF INFORMATION ACT  
THIS IS PART OF A LIMITED USE NAVAL AIRCRAFT INVESTIGATION REPORT  
THIS FORM CONTAINS ONLY NON-PRIVILEGED INFORMATION AND SHOULD BE PLACED IN  
PART A OF THE MISHAP REPORT**

**1. Time from Emergency until Escape Attempt Initiated:**

\_\_\_\_\_ hours \_\_\_\_\_ minutes \_\_\_\_\_ seconds ( ) ESTIMATED or ( ) ACTUAL

**2. Delay in Initiating Escape (check as applicable, number sequentially if multiple):**

- ( ) AVOIDING POPULATED AREA ( ) AVOIDING UNSUITABLE TERRAIN  
( ) INSUFFICIENT ALTITUDE ( ) EXCESS ALTITUDE  
( ) EXCESS AIRSPEED ( ) ADVERSE AIRCRAFT ATTITUDE  
( ) ADVERSE BODY POSITION ( ) NONE  
( ) UNKNOWN ( ) OTHER (describe)  
( ) ATTEMPTING TO OVERCOME PROBLEM

**3. Protective Helmet/O2 Mask Data (use codes; Y=YES, N=NO, U=UNKNOWN):**

PHASE	CHIN STRAP FASTENED	HELMET VISOR LOWERED	O2 MASK FASTENED (BOTH SIDES)
Before Emergency			
During egress			
During landing			
During rescue			

**4. Ejection Seat:**

A. Type/Model: \_\_\_\_\_ (indicate specific type/model)

B. Seat Function (check all that apply):

- ( ) FUNCTIONED PROPERLY ( ) UNKNOWN FUNCTION ( ) OPERATED PARTIALLY  
( ) FAILED TO OPERATE ( ) INADVERTENTLY ACTUATED ( ) MAJOR DAMAGE  
( ) ACTUATION DIFFICULTY ( ) UNFAMILIAR WITH USE ( ) DESIGN DEFICIENCY  
( ) DESTROYED ( ) MATERIAL DEFICIENCY ( ) IMPROPER USE  
( ) RELEASE/DISCONNECT FAILURE OF SEAT ( ) MINOR DAMAGE  
( ) MAINTENANCE/INSTALLATION ERROR OF SEAT ( ) OTHER (explain)  
( ) SEAT SYSTEM DESIGN DEPENDENCY/MALFUNCTION  
( ) AIRCRAFT CANOPY INITIATOR CARTRIDGE MALFUNCTION  
( ) OTHER AIRCRAFT CANOPY MALFUNCTION

**5. Ejection Envelope (check only one):**

( ) WITHIN ENVELOPE ( ) MARGINAL ( ) OUTSIDE ENVELOPE ( ) UNKNOWN

**6. Ejection Initiated by (check one):**

( ) THIS INDIVIDUAL ( ) OTHER INDIVIDUAL ( ) OTHER  
( ) UNKNOWN ( ) NOT APPLICABLE

**7. Removal of Aircraft Canopy (X):**

A. Removal: ( ) DEFINITELY NOT ATTEMPTED ( ) JETTISONED SUCCESSFULLY ( ) NA - THRU-CANOPY  
( ) ATTEMPTED (UNSUCCESSFUL) ( ) UNKNOWN IF ATTEMPTED

B. Intent: ( ) INTENTIONAL ( ) UNINTENTIONAL, SELF-INDUCED ( ) UNKNOWN  
( ) UNINTENTIONAL, MECHANICAL ( ) NOT APPLICABLE

C. Initiated by: ( ) THIS INDIVIDUAL ( ) OTHER INDIVIDUAL ( ) OTHER  
( ) NA - THRU-CANOPY EJECTION ( ) UNKNOWN

D. Ejected Through Canopy ( ) YES ( ) NO (indicate cut of glass)  
( ) COMPLETE CUTTING OF GLASS ( ) NONE  
( ) PARTIAL CUTTING OF GLASS ( ) UNKNOWN

E. Method: ( ) EJECTION SEQUENCE ( ) MANUALLY UNLOCKED  
( ) CANOPY JETTISON HANDLE ( ) EXTERNAL FORCE (EXPLAIN IN REMARKS)  
( ) OTHER ( ) UNKNOWN  
( ) NA - THRU-CANOPY

**8. Method of Ejection Initiation (check only one):**

- ( ) ARM REST ( ) FACE CURTAIN ( ) LOWER EJECTION HANDLE  
( ) IMPACT ( ) FIRE ( ) COMMAND SEQUENCER  
( ) MECHANICAL MALFUNCTION/FAILURE  
( ) OTHER EXTERNAL FORCE (windblast, etc. Explain in remarks)  
( ) UNKNOWN

Name: \_\_\_\_\_  
Duty/Title: \_\_\_\_\_  
Date of Mishap: \_\_\_\_\_  
Reporting Custodian: \_\_\_\_\_

Mishap Severity: \_\_\_\_\_  
Mishap Category: \_\_\_\_\_  
Aircraft Model: \_\_\_\_\_  
BUNO: \_\_\_\_\_

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9. **Body Position at Ejection (as compared to optimal, use code):**  
     Head \_\_\_\_\_ Hips \_\_\_\_\_ Feet \_\_\_\_\_ Elbows \_\_\_\_\_  
     Codes: 1=Optimal 2=Forward 3=Upward 4=Lateral 9=Unknown
10. **Position of Ejection Seat (X):**  
      FULL UP    FULLDOWN    INTERMEDIATE POSITION    UNKNOWN
11. **Method of Separating Man from Seat (X):**  
      DID NOT SEPARATE    AUTOMATIC (AS DESIGNED)    MANUAL OVERRIDE  
      OTHER (describe)    UNKNOWN
12. **Parachute Data:**  
     A. Parachute Type: \_\_\_\_\_  
     B. Parachute Function (check all that apply):  
          FUNCTIONED PROPERLY    PARTIALLY DEPLOYED    FAILED TO ACTUATE  
          ENTANGLEMENT-MAJOR    ENTANGLEMENT-MINOR    INJURY FACTOR  
          MALFUNCTION/DESIGN DEFICIENCY  
          MAINTENANCE/INSTALLATION ERROR
13. **Method of Deploying Parachute (X):**  
      NOT DEPLOYED    AUTOMATIC (as designed)    MANUAL  
      UNKNOWN    OTHER (describe)
14. **Parachute Opening Shock (X):**  
      NEGLIGIBLE    MODERATE    SEVERE    UNKNOWN
15. **Oscillations (use codes):**  
     0=Negligible 1=Moderate 2=Severe 9=Unknown  
     A. During descent (check one & use code):  
          4-line release system \_\_\_\_\_ prior to actuation  
             installed/actuated \_\_\_\_\_ after actuation  
  
          4-line release system \_\_\_\_\_ during descent  
             not installed/actuated \_\_\_\_\_
- B. Effect of Seat Survival Kit Deployment: \_\_\_\_\_
16. **Parachute Damage (indicate number of):**  
     \_\_\_\_\_ Severed Suspension Lines   \_\_\_\_\_ Missing Panels  
     \_\_\_\_\_ Torn Panels-Major   \_\_\_\_\_ Torn Panels-Minor
17. **Cause of Parachute Damage (check all that apply, number in sequence if multiple):**  
      OPENING SHOCK    FIRE    LANDING  
      FOULED ON EJECTION SEAT    FOULED ON AIRCRAFT    TREES  
      DRAGGING    OTHER (describe)    UNKNOWN
18. **Direction Faced at Parachute Landing WRT Horizontal Travel (X):**  
      DIRECTLY FACING    FACING AWAY    QUARTERING, FACING  
      QUARTERING, BACK    DIRECTLY SIDEWAYS    UNKNOWN
19. **Landing Conditions (X):**    ACTUAL    ESTIMATED  
     A. Surface Winds (knots): \_\_\_\_\_  
     B. Dragged by Chute (X):  YES    NO  
     C. Distance/time dragged: \_\_\_\_\_ Yards/\_\_\_\_\_ Seconds  
     D. Underwater use of emergency oxygen (X):  YES    NO    NA
20. **Parachute Actuation During Bailout (X):**  
      AUTOMATIC PARACHUTE ACTUATOR LANYARD CONNECTED  
      PARACHUTE ACTUATED MANUALLY (O-RING)  
      OTHER (describe)
21. **Remarks:** (see instructions)

Name: \_\_\_\_\_  
 Duty/Title: \_\_\_\_\_  
 Date of Mishap: \_\_\_\_\_  
 Reporting Custodian: \_\_\_\_\_

Mishap Severity: \_\_\_\_\_  
 Mishap Category: \_\_\_\_\_  
 Aircraft Model: \_\_\_\_\_  
 BUNO: \_\_\_\_\_

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Instructions for Completion of SIR Enclosure Form 07

1. Submit this form for each person who ejected or bailed out, or who attempted to eject or bail out. Also submit this form if canopy is jettisoned for any reason other than ejection or bailout.
2. Time from Emergency until Escape Attempt Initiated, part 1: time starts from the moment that the aircrew member recognized that an ejection/bailout may be required. In many mishaps, an emergency does not warrant an immediate attempt to abandon the aircraft; instead an emergency landing, ditching, etc., may be attempted. If this proves futile as the situation deteriorates (due to flameout, loss of control, realization that runway cannot be reached, etc.), a decision to escape is made. Indicate the time from this recognition until escape attempt was initiated. Indicate "ESTIMATED" if actual times cannot be determined.
3. Body Position at Ejection, part 8: optimal body position for ejection is: head against headrest, chin slightly elevated, hips all the way back, feet on rudder pedals, heels on deck and elbows tucked in. Use the codes provided to indicate that the body parts were in optimal position or their displacement from the optimal.
4. Parachute Damage, part 15: consider a parachute panel missing if the damage is so severe that it is totally ineffective as a means of deceleration, even though remnants are still attached to the edges of the panel. Identify gores and panels by number and letters based upon information in NAVAIR 13-1-6.2 Personnel Parachute Manual.
5. Remarks, part 20: briefly amplify responses with a "(describe)" label adjacent to the response box or explain other responses not covered adequately by the blocks available on the form. To do so, indicate the number/letter corresponding to each item and followed by the narrative explanation.

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Name: \_\_\_\_\_  
 Duty/Title: \_\_\_\_\_  
 Date of Mishap: \_\_\_\_\_  
 Reporting Custodian: \_\_\_\_\_

Mishap Severity: \_\_\_\_\_  
 Mishap Category: \_\_\_\_\_  
 Aircraft Model: \_\_\_\_\_  
 BUNO: \_\_\_\_\_