



**SOME FORMS MAY CONTAIN INFORMATION THAT IS PROTECTED FROM RELEASE UNDER THE  
PRIVACY 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**

**DO NOT ATTACH THIS FORM TO A JAG INVESTIGATION**

**5. Personnel/Vehicles Assisting/Attempting Rescue:**

A. Organization: \_\_\_\_\_ B. Type/Model: \_\_\_\_\_  
C. Problems:  YES  NO (If yes, explain in remarks)

List additional vehicles participating/standing by in remarks or attach additional sheet.

**6. Rescue Alerting Means (use numbers to show sequence):**

Witnessed  Crash Phone  Other Telephone  
 Radio MAYDAY Call  Survival Radio  Other Radio Report  
 Radar Surveillance  Overdue Report to SAR  
 Airborne Rapid Relay  Visual Signaling Equipment  
 Survivor Report  Loss of Radio Contact  
 Smoke/Fire/Crash Scene  Audio Signaling Equipment  
 Other (describe)

**7. Alerting Communications Problems (X):**

Poor Radio Reception  Telephone Line Busy  
 Poor Radio Discipline  Acft Radio/Iff Eqpt Inop  
 Poor Radio Procedures  Language Problems  
 Incompatible Radio Frequency  
 None  Other  IFF

**8. Delays in Departure of Rescue vehicle(s):**

Vehicle Operator Not Available  Vehicle Not Ready  
 Vehicle Crew Not Available  Communication Breakdown  
 Completing Previously Assigned Duties  
 Lack of Information on Crash Site  
 Nature of Terrain  Weather  
 None  Other

**9. Rescue vehicle problems enroute:**

Headwind  Poor Visibility  High Sea State  
 Mechanical Problems  Nature of Terrain  Rescuers Lost  
 Weather  Other Obstructions (fences, etc)  
 None  Other (specify)

**10. Problems in Locating Individual or Keeping Individual in Sight (X):**

Heavy Seas  Trees  Fog/Clouds  
 Precipitation  Darkness  Radio Interference  
 Loss of Radio/Radar Contact  Inadequate/Improper Search  
 Confusion Due to Other Lights  Malfunction of Directional Equipment  
 Lack of Correct Information on Location of Survivor  
 Inability to Visually Distinguish Survivor from Terrain  
 Survivor's Failure to Use Signaling Equipment  
 None  
 Other (describe)

**11. Rescue Equipment Used (use numbers to show sequence):**

Rescue Strop  Seat  Cargo Net  
 Rope  Life Ring  Basket  
 Boom Net  Davit  Raft  
 Webbing Cutters  Gated D-Ring  Grapnel  
 Boarding Ladder  Makeshift Carrier/Support  
 First Aid Equipment  Forest Penetrator  Helicopter Platform  
 Stretcher  Cable Cutters  
 Helicopter Rescue Boom  Knife/Axe/Saw  
 Billy Pugh Net  Other (describe)

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

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

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**12. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON (Number in the sequence experienced)**

- |  |   |
|--|---|
| <input type="checkbox"/> 01 Inadequate Flotation Gear<br><input type="checkbox"/> 02 Inadequate Cold Weather Gear<br><input type="checkbox"/> 03 Lack of Signaling Equipment<br><input type="checkbox"/> 04 Lack of Other Equipment<br><input type="checkbox"/> 05 Entanglement (Parachute)<br><input type="checkbox"/> 06 Dragging(Parachute)<br><input type="checkbox"/> 07 Parachute Hardware Problem<br><input type="checkbox"/> 08 Entrapment in Aircraft<br><input type="checkbox"/> 09 Pulled Down by Sinking Parachute<br><input type="checkbox"/> 10 Entanglement (Other than parachute)<br><input type="checkbox"/> 11 Unfamiliar with Procedure<br><input type="checkbox"/> 12 Unfamiliar with Equipment<br><input type="checkbox"/> 13 Confused, Dazed, Disoriented<br><input type="checkbox"/> 14 Incapacitated by Injury<br><input type="checkbox"/> 15 Poor Physical Condition<br><input type="checkbox"/> 16 Exposure (Heat, Cold, Sunburn)<br><input type="checkbox"/> 17 Fatigue | <input type="checkbox"/> 18 Weather<br><input type="checkbox"/> 19 Topography(Swamps, Mountains, Deserts, etc.)<br><input type="checkbox"/> 20 Darkness<br><input type="checkbox"/> 21 Thrown Out of Raft<br><input type="checkbox"/> 22 Hampered by Helo Downwash<br><input type="checkbox"/> 23 Problem Boarding Rescue Vehicles<br><input type="checkbox"/> 24 Thirst<br><input type="checkbox"/> 25 Hunger<br><input type="checkbox"/> 26 Insects, Snakes, Animals, etc.<br><input type="checkbox"/> 27 Sharks<br><input type="checkbox"/> 28 Proximity to Ship (____Yards)<br><input type="checkbox"/> 29 Hampered by Injuries<br><input type="checkbox"/> 30 None<br><input type="checkbox"/> 98 Other(Describe)_____ |
|--|---|

**13. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS**

- |  |   |
|--|---|
| <input type="checkbox"/> 01 Failure of Rescue Vehicle (Mechanical Problems)<br><input type="checkbox"/> 02 Inadequacy/Lack of Rescue Vehicle<br><input type="checkbox"/> 03 Failure of Rescue Equipment (Hoist, etc.)<br><input type="checkbox"/> 04 Inadequacy/Lack of Rescue Equipment<br><input type="checkbox"/> 05 Inadequacy of Rescue Personnel Knowledge/Training<br><input type="checkbox"/> 06 Inadequate Medical Equipment<br><input type="checkbox"/> 07 Inadequate Medical Facilities<br><input type="checkbox"/> 08 Vehicle Operator Factor (Poor Procedures)<br><input type="checkbox"/> 09 Rescue Crewman Assist Hesitancy<br><input type="checkbox"/> 10 Fire/Explosion<br><input type="checkbox"/> 11 Entrapment in Aircraft<br><input type="checkbox"/> 12 Physical Limitations of Rescue Personnel<br><input type="checkbox"/> 13 Physical Limitations of Person Being Rescued<br><input type="checkbox"/> 14 Carelessness of Rescue Personnel<br><input type="checkbox"/> 15 Panic/Inappropriate Actions of Person Being Rescued<br><input type="checkbox"/> 16 Rescue Vehicle Accident<br><input type="checkbox"/> 17 Communications Problems<br><input type="checkbox"/> 18 Drag/Entanglement by Deployed Parachute<br><input type="checkbox"/> 19 Topography (Rough Seas, Mountains, etc.)<br><input type="checkbox"/> 20 Interference from Other Vehicles | <input type="checkbox"/> 21 Victim Pulled Away by External Forces<br><input type="checkbox"/> 22 Weather<br><input type="checkbox"/> 23 Darkness<br><input type="checkbox"/> 24 Weight/Drag Problem Not Due to Parachute<br><input type="checkbox"/> 25 Hampered by Personal/Survival Equipment of Person Being Rescued<br><input type="checkbox"/> 26 Floating Debris<br><input type="checkbox"/> 27 Primary Rescuer Delayed Awaiting Futile Attempts by Other Rescuers<br><input type="checkbox"/> 28 Hampered by Helicopter Downwash<br><input type="checkbox"/> 29 Inadequate Training of Person being Rescued<br><input type="checkbox"/> 30 Inadequate Knowledge of Aircraft Emergency Escape Means<br><input type="checkbox"/> 31 Inadequate Knowledge of Personal Equipment Releases/Actuators<br><input type="checkbox"/> 32 Inadequate Rescue Procedures/Pre-Mishap Plans<br><input type="checkbox"/> 33 Poor Availability of Rescue Equipment<br><input type="checkbox"/> 34 Poor Suitability of Rescue Equipment<br><input type="checkbox"/> 35 Poor Survivor's Techniques<br><input type="checkbox"/> 36 Poor Coordination of Rescue Efforts<br><input type="checkbox"/> 37 None<br><input type="checkbox"/> 98 Other (Describe) _____<br>_____<br>_____ |
|--|---|

	(check one) DURING RESCUE	(check one) AFTER RESCUE
14. <b>INDIVIDUAL'S PHYSICAL CONDITION</b>		
1. Fully Able to Assist		
2. Partially Able to Assist		
3. Immobile or Unconscious		
4. Fatal on Recovery-Due to Injuries		
5. Fatal on Recovery-Drowned		
6. Recovered Alive-Died From Injuries		
7. Lost During Rescue Attempt-Apparently Injured or Drowned		

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

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

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15. LOCATOR MEANS (Actual Rescue Vehicle, see instructions)

MEANS	ROLE	PROBLEM	MEANS	ROLE	PROBLEM	MEANS	ROLE	PROBLEM
1.			7.			13.		
2.			8.			14.		
3.			9.			15.		
4.			10.			16.		
5.			11.			17.		
6.			12.			18.		

16. REMARKS (Indicate item referred to. Continue on separate sheet, if necessary)

INSTRUCTIONS

Submission criteria: Submit this form on each person who was retrieved as a result of a search-and-rescue (SAR) effort. Also submit this form for an unsuccessful SAR effort.

1. More than one condition may prevail under A, B, and C.
2. Take care in completing this section. Report all times as local. Elapsed time begins from the moment rescue personnel are first notified. The length of time that a survivor is exposed to environmental hazards before aid arrives forms the basis for a great deal of research in Aviation Life Support Systems (ALSS).
3. Do not count time in the raft as part of the time in the water. A total of A plus B should represent total time from water entry until rescue. If the individual abandons his raft for rescue, this time is part of A.
4. A: Pertains only to the vehicle that performed the actual rescue. Title of organization effecting the rescue is, e.g., HS-1 Sheriff's Department, etc., if civilian, list name and address. The rest of this section is self explanatory.
5. A, B, and C: This is a rescue vehicle/person that was physically capable of making the rescue but did not for some reason. Example: a helo that developed a problem with the hoist and stood by while a motor whale boat made the rescue.  
D: Refers to vehicles other than that listed in A, B, and C that participated or could have participated in a rescue attempt.
6. Indicate how rescuers/units were alerted to the need for a rescue effort. participants.
7. Include all active participant's problems.
- 8-11. Fill out these sections for all active participants.
12. This differs from the equipment section reporting of problems/condition in that a condition (such as dragging) does not necessarily create a problem to the survivor. It is only when the factors listed here present a hazard to this survivor that they are to be checked. The same condition may be a very real problem to one individual and not bother another survivor at all.

(continued on next page)

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

Mishap Severity: \_\_\_\_\_  
Mishap Category: \_\_\_\_\_  
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13. Pertains only to the vehicle that performed the actual rescue. If another vehicle experienced problems, these should be commented on in the REMARKS section. The problems and conditions listed here should be checked if present. A condition which does not affect the outcome of today's rescue may result in a loss of life tomorrow. (Interpretation of this item is in direct contrast to Section XII above, which assesses individual reaction rather than potential hazard.)

14. Check appropriate columns concerning survivor's/victim's condition.

15. The following covers naval signaling devices, as well as general locator means. This list is very specific as to method/device. Accurate reporting of these methods/devices is of paramount importance, since evaluation and improvement of these items are constantly being conducted. Consult Life Support Equipment Specialists for accurate nomenclature of these locators. Since new devices are constantly becoming available, this list may not be all-inclusive. Indicate any additional locator means which are not on the list if applicable to this individual. List the devices in the order they were actuated.

**LOCATOR MEANS CODES**

**GENERAL**

- 01. Mishap observed.
- 02. Crash scene located without aid of signaling or personal equipment.
- 03. Individual sighted without aid of signaling or personal equipment.
- 04. Survivor located rescuers.

**ELECTRONIC SIGNALING DEVICES**

- 05. Radio/radar vector or DF steer.
- 06. AN/URT-26.
- 07. AN/PRC-90-2.
- 13. AN/PRT-5.
- 23. AN/URT-33.
- 24. AN/PRC-90.
- 64. AN/PRC-112
- 65. AN/PRC-125
- 66. AN/PRC-112B
- 67. PRC-149

**PYROTECHNICS**

- 26. Flare, MK-13-Mod 0.
- 27. Smoke, MK-13-Mod 0.
- 28. Pencil Flare MK-79-Mod 0.
- 32. Pyrotechnic Pistol (Very Pistol).
- 33. Mini Flare.
- 34. Mini Smoke.

**BALLISTICS**

- 35. .38 Flare (Victory Model).
- 36. .38 Flare (Air Weight).
- 37. .38 Tracers.
- 38. .38 Tracers (Air Weight).

**AUDITORY**

- 39. Smith and Wesson (Model 9mm).
- 40. Gunfire (other)
- 41. Whistle
- 42. Voice

**VISUAL**

- 43. Fire/Smoke (Made by Survivor)
- 44. Other Aircraft Orbiting Scene.
- 45. Signals Tramped in Snow, etc.
- 46. SDU-5/E Strobe Light With Shroud.
- 49. Signal Wand
- 50. Smoke Float.
- 52. Smoke Grenade.
- 54. Mirror.
- 55. Dye marker
- 56. Raft/Vest/Poncho
- 57. Parachute.
- 58. Helmet.
- 59. Flight Suit.
- 60. Reflective Tape.
- 62. LPP Preserver Light .
- 98. Other/Explain.

I - The individual experienced difficulty with the use of the device (i.e., familiarity, training, knowledge, injury, etc.)

M - Malfunction of device.

Name: \_\_\_\_\_  
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NOTE: A detailed description and discussion of problems should be given on the Equipment form (Enclosure Form 7) and on the analysis form (Enclosure Form 11), if significant.

Code the role of a particular method/device in the discovery of the survivor/rescuer as follows:

"P" - Primary

"S" - Secondary

NOTE: Even though a device was utilized more than once, it shall be listed again in its proper sequence.

An example follows: An AV-8 was heading back to the CV at sunset when it suddenly experienced an engine failure. The pilot ejected before broadcasting a "MAYDAY". On ejection, the URT-33 (243 MHZ frequency) beacon (in his seat pan) actuated. Once safely under his parachute, the pilot attempted to contact someone with the PRC-90 radio. The beacon in the seat pan interfered with the transmission. (He had selected 243 on his PRC-90). His PRC-90 radio was knocked out of his hand on water entry and the pilot lost it. (It was secured to his MA-2 torso harness pocket.) The pilot boarded his LR-1 liferaft and deployed the sea dye marker and his strobe light. In the distance a helo approached. The pilot fired off two MK-79 pen flares. He also attempted to use his mirror, even though the sun was setting. (He later learned that the helo crew had seen the flashes from the mirror, causing them to head in his general direction.) As the helo approached, the crew simultaneously saw the sea dye marker and the strobe light. The helo continued its approach. The pilot attempted to give them wind direction information by actuating a MK-13 flare. He accidentally actuated the night end. The second MK-13 flare failed to actuate and the third one functioned properly. An uneventful rescue followed.

MEANS	ROLE	PROBLEM	MEANS	ROLE	PROBLEM	MEANS	ROLE	PROBLEM
1. 23			7. 54			13.		
2. 24		I	8. 26	I		14.		
3. 55	S		9. 27	M		15.		
4. 46	S		10. 27			16.		
5. 28			11.			17.		
6.			12.			18.		

16: Self-explanatory. Amplify any item as necessary.

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

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