R&DP-20-1(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED: LOGGED: PUNCHED: VERIFIED:

27 SEP 1968

CARD 1

| RECORD IDENTIFICATION | | | | | | | | | | | Aircraft Model | | | | | | | | | | | | | | | | | | | | | | | Time of Mishap | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | Mo. | | Day | | | Type Report | Log Line Number | | Aircraft Number | | Source | Don't Count | Enemy Action | Mission Modif. | Basic Mission | | Design Number | | Series Symbol | Model Code | AIRCRAFT BUREAU NUMBER | | | | Reporting Civ/Mil | | | Type Duty | | | Major Command | CONDITION | LOCAL TIME | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 2 | 1 | 0 | 1 | | | | C | H | 0 | 4 | 6 | A | 9 | 2 | 1 | 5 | 0 | 7 | 3 | 5 | E | H | 6 | 5 | 0 | 4 | 3 | 2 | 1 | 8 | 3 | 2 | |

| Acft. Dmg. | Acft. Dmg. | Acft. Inj. | Acft. Inj. | Hull Number | | | Kind of Flight | | Clearance | Location | | | | | | | | | FAC. RWAY DESCRIP. | | | | | FAC. SHIP DESCRIP. | | | | | | LOC'N | | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | NAME CODE | | | | | | | Bearing From | Dist. From | Distance | Area | Runway Heading | Length | WAS DUTY RWY USED? | Ship Type | Ship Course | Ship Speed | | | Initial Contact | Final Rest | | | | | |
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| A | A | - | G | C | 0 | 0 | 1 | 1 | 3 | H | S | 2 | F | 4 | 0 | 8 | | | | B | | | | | | | | | | | | | | | A | 0 | 1 | 0 |

CLOSED

9 DEC 1969

CARD 2

| RELATIVE WIND | | | | Alt. of Emergency | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | | Velocity | | Density Altitude | | | Above Terrain | | Pressure Altitude | | | | Acft. Gross Weight | | | | | | Fiscal Year | | Fleets and Hows. | | | | | | | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 1 | 4 | 1 | 3 | | | | | | | 0 | 0 | 2 | 0 | 0 | 1 | 9 | | | | 6 | 7 | 0 | 0 | | | | | | | | | | | | | | |

| PROPERTY DAMAGE COST | | | | | | | | | Aircraft Injury Summary | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Gov't. | | | Non Gov't. | | | Total Occupants This Acft. | | TOTAL INJURIES "A" "U" "L" | | | | "A" Injuries | | | | "U" Injuries | | | | "L" Injuries | | | | Trans. Code | Card Number | | |
| | | | | | | | | | | | Navy | | Non Navy | | Navy | | Non Navy | | Navy | | Non Navy | | Navy | | Non Navy | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | A | 0 | 2 | 0 |

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CODE SHEET 1 OF 67

R&DP-20-2(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED: LOGGED: PUNCHED: VERIFIED:

CARD 3

| RECORD IDENTIFICATION | | | | | | | | | | | Aircraft Injury Summary (cont'd) | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | "B" Injuries | | | | "C" Injuries | | | | "D" Injuries | | | | "E" Injuries | | | | "F" Injuries | | | | "G" Injuries | | | | Total Injuries | | | | No. Occupants All Acft. Involved |
| Cal. Yr. | Mo. | | Day | | | Type Report | Log Line Number | | Aircraft Number | | Navy | | Non Navy | | Navy | | Non Navy | | Navy | | Non Navy | | Navy | | Non Navy | | Navy | | Non Navy | | Navy | | Non Navy | | Navy | | Non Navy | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 4 |

| ESCAPE SYS. DATA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sys. | Component | Spec. Data | | | | | | | | | | | | | | | | | Component Separated From Aircraft | Pri Acft. Type | Pri Phase of Operation | | 1st Acft. Type | | 1st Phase of Operation | | 2nd Acft. Type | | 2nd Phase of Operation | | Trans. Code | Card No. | | |
| 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | B | 4 | 5 | 1 | P | 8 | 5 | 1 | | | B | 4 | 5 | 1 | | A | 0 | 3 | 0 |

Knw P 8/2

R&DP-20-1(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

27 SEP 1968

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED: 8-2 [illegible] LOGGED: C/S PUNCHED: D VERIFIED: P

CARD 1

| Group | Field | Columns | Entry |
|---|---|---|---|
| RECORD IDENTIFICATION – Date | Cal. Yr. | 01–02 | 6 8 |
| RECORD IDENTIFICATION – Date | Mo. | 03–04 | Ø 5 |
| RECORD IDENTIFICATION – Date | Day | 05–06 | 2 5 |
| RECORD IDENTIFICATION | Type Report | 07 | 1 |
| RECORD IDENTIFICATION | Log Line Number | 08–09 | Ø 1 |
| RECORD IDENTIFICATION | Aircraft Number | 10–11 | Ø 1 |
| | Source | 12 | 7 |
| | Don't Count | 13 | |
| | Enemy Action | 14 | |
| Aircraft Model | Mission Modif. | 15–16 | C |
| Aircraft Model | Basic Mission | 17 | H |
| Aircraft Model | Design Number | 18–20 | Ø 4 6 |
| Aircraft Model | Series Symbol | 21 | A |
| | Model Code | 22–23 | 9 2 |
| | AIRCRAFT BUREAU NUMBER | 24–29 | 1 5 Ø 9 3 3 |
| | Reporting Custodian | 30–32 | E 4 6 |
| | Type Duty | 33–35 | 5 Ø 4 |
| | Major Command | 36 | 3 |
| | CONDITION | 37 | 2 |
| Time of Mishap | LOCAL TIME | 38–41 | 1 8 3 2 |
| | Acdt. Dmg. | 42 | A |
| | Acft. Dmg. | 43 | A |
| | Acdt. Inj. | 44 | G |
| | Acft. Inj. | 45 | G |
| | Hull Number | 46–48 | C Ø 7 |
| | Kind of Flight | 49–51 | 1 R 9 |
| | Clearance | 52 | 2 |
| Location | NAME CODE | 53–59 | H 5 L P H Ø 8 |
| Location | Bearing From | 60–61 | |
| Location | Dist. From | 62 | B |
| FAC. RWAY DESCRIP. | Distance | 63 | |
| FAC. RWAY DESCRIP. | Area | 64 | |
| FAC. RWAY DESCRIP. | Runway Heading | 65–66 | |
| FAC. RWAY DESCRIP. | Length | 67 | |
| FAC. RWAY DESCRIP. | WAS DUTY RWY USED? | 68 | |
| FAC. SHIP DESCRIP. | Ship Type | 69 | |
| FAC. SHIP DESCRIP. | Ship Course | 70–71 | |
| FAC. SHIP DESCRIP. | Ship Speed | 72–73 | |
| FAC. SHIP DESCRIP. – LOC'N | Initial Contact | 74 | |
| FAC. SHIP DESCRIP. – LOC'N | Final Rest | 75 | |
| | | 76 | |
| | Trans. Code | 77 | A |
| | Card Number | 78–80 | Ø 1 Ø |

CLOSED

9 DEC 1969

CARD 2

| Group | Field | Columns | Entry |
|---|---|---|---|
| RELATIVE WIND | Direction | 12–13 | 1 4 |
| RELATIVE WIND | Velocity | 14–15 | 1 2 |
| | Density Altitude | 16–18 | |
| Alt. of Emergency | Above Terrain | 19–21 | |
| Alt. of Emergency | Pressure Altitude | 22–24 | Ø Ø 2 |
| | Acft. Gross Weight | 25–28 | Ø Ø 1 9 |
| | | 29–30 | |
| | Fiscal Year | 31–32 | 6 8 |
| | Fleets and Maws. | 33–34 | Ø 8 |
| | | 35–49 | |
| | | 50–52 | |
| PROPERTY DAMAGE COST | Gov't. | 53–55 | Ø Ø Ø |
| PROPERTY DAMAGE COST | Non Gov't. | 56–58 | Ø Ø Ø |
| | Total Occupants This Acft. | 59–60 | 1 4 |
| Aircraft Injury Summary – TOTAL INJURIES "A" "U" "L" | Navy | 61–62 | Ø Ø |
| Aircraft Injury Summary – TOTAL INJURIES "A" "U" "L" | Non Navy | 63–64 | Ø Ø |
| Aircraft Injury Summary – "A" Injuries | Navy | 65–66 | Ø Ø |
| Aircraft Injury Summary – "A" Injuries | Non Navy | 67–68 | Ø Ø |
| Aircraft Injury Summary – "U" Injuries | Navy | 69–70 | Ø Ø |
| Aircraft Injury Summary – "U" Injuries | Non Navy | 71–72 | Ø Ø |
| Aircraft Injury Summary – "L" Injuries | Navy | 73–74 | Ø Ø |
| Aircraft Injury Summary – "L" Injuries | Non Navy | 75–76 | Ø Ø |
| | Trans. Code | 77 | A |
| | Card Number | 78–80 | Ø 2 Ø |

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CODE SHEET 1 OF 67

R&DP-20-2(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: *[initials]* REVIEWED: ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 3

| RECORD IDENTIFICATION: Date – Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | |
|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 |

| Aircraft Injury Summary (cont'd) | "B" Injuries Navy | | "B" Non Navy | | "C" Navy | | "C" Non Navy | | "D" Navy | | "D" Non Navy | | "E" Navy | | "E" Non Navy | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Col. | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| Code | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Aircraft Injury Summary (cont'd) | "F" Injuries Navy | | "F" Non Navy | | "G" Navy | | "G" Non Navy | | Total Injuries Navy | | Total Non Navy | | No. Occupants All Acft. Involved | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Col. | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 |
| Code | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 4 |

| ESCAPE SYS. DATA: Sys. | Component | | Spec. Data | | | | | | | | | | | | | | Component Separated From Aircraft | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 |
| | | | | | | | | | | | | | | | | | | |

| Pri Acdt. Type | | Pri Phase of Operation | | | 1st Acdt. Type | | 1st Phase of Operation | | | 2nd Acdt. Type | | 2nd Phase of Operation | | | Trans. Code | Card No. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| B | 4 | 5 | 1 | | P | 8 | 5 | 1 | | B | 4 | 5 | 1 | | A | 0 | 3 | 0 |

## CARD 4

| | | 3rd Acdt. Type | | 3rd Phase of Operation | | | Type Operations | | Contributing Causes | | | | | | | Pilot Error Causal Fac. First | | Second | | Third | | Pilot Factor After Fact | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| | | | | | | | 2 | 2 | 3 | + (2) | 1 | | | | | X | D | | | | | | |

| Other Personnel Causal Factor: First | | Second | | Third | | Other Pers. Factor After Fact | | Inv. Mat. Comp. 1st Causal Factor: Cross Ref. | Component | Ass'y. | | Sub Ass'y. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| A | 5 | | | | | | | | S | 9 | 9 | 9 | 9 |

| Involved Mat. Comp. (cont'd.) 2nd Causal Factor: Cross Ref. | Component | Ass'y. | | Sub Ass'y. | | 3rd Causal Factor: Cross Ref. | Component | Ass'y. | | Sub Ass'y. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 |
| | | | | | | | | | | | |

| Material Fact. After Fact: Cross Ref. | Component | Ass'y. | | Sub Ass'y. | | Acft. Design Comp. Causal Factor: Cross Ref. | Component | Ass'y. | | Sub Ass'y. | | DESIGN C.F.: Special Equipment | Pilot Equipment | | Trans. Code | Card No. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | A | 0 | 4 | 0 |

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CODE SHEET 2 OF 67

R&DP-20-3(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: by REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 6

| RECORD IDENTIFICATION | | | | | | Weather Causal Factor | | | | | |

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: *[illegible]* REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

**CARD 9**

| Record Identification: Date: Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | 1st Flight After Maint. | D.I.R. | Aircraft Data: Tour | Hours Since Acceptance | | | | Since Last Insp.: Type | Hours | | | Days | | Since Last Par/O'Haul: Activity | Hours | | | Months | | Power Plant Model Number | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | 3 | 1 | 3 | 5 | 0 | C | 2 | 0 | 0 | 7 | 2 | C | | 3 | 3 | 8 | 1 | 7 | | T | 5 | 8 | G | E | 8 | B |

| Power Plant Serial Number | | | | | | | | | | Primary Involved Material Component: Manufacturers Part Number | | | | | | | | | | | | | | | | Total Hours | | | | Since Last Par/O'Haul: Activity | Number | Hours | | | | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | 2 | 7 | 0 | 4 | 4 | 4 | | | | | | | | | | | | | | | | | | | | 1 | 7 | 3 | 6 | 5 | 2 | | 6 | 1 | 2 | | A | 0 | 9 | 0 |

**CARD 10**

| Pri. Inv. Mat. Comp. (cont'd) Since Last Check Perf.: Type | Hours | | | Days | | Possible or Secondary Involved Material Component: Manufacturers Part Number | | | | | | | | | | | | | | | | Total Hours | | | | Since Last Par/O'Haul: Activity | Number | Hours | | | | Since Last Check Perf.: Type | Hours | | | Days | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 4 | 2 | 0 | 5 | K | K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | A | 1 | 0 | 0 |

AIRCRAFT 1 OF 1

CODE SHEET 4 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 11

| RECORD IDENTIFICATION | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | |
| Cal. Yr. | | Mo. | | Day | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 |

| Controlling LSO's Carrier Pass Description | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start | | | | | | | Middle | | | | | | |
| Alt. | Speed | Speed Modif. | Line-Up | Line-Up Modif. | Power | Nose Position | Alt. | Speed | Speed Modif. | Line-Up | Line-Up Modif. | Power | Nose Position |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | | | | | | | | | | | | | |

| Controlling LSO's Carrier Pass Description (cont.) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| In-Close | | | | | | | Ramp | | | | | | |
| Alt. | Speed | Speed Modif. | Line-Up | Line-Up Modif. | Power | Nose Position | Alt. | Speed | Speed Modif. | Line-Up | Line-Up Modif. | Power | Nose Position |
| 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| | | | | | | | | | | | | | |

| CLCPD (cont'd) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TOUCH-DOWN | | | | | | | Trans. Code | Card Number | | |
| Alt. | Speed | Speed Modif. | Line-Up | Line-Up Modif. | Power | Nose Position | | | | |
| 40 | 41 | 42 | 43 | 44 | 45 | 46 | 77 | 78 | 79 | 80 |
| | | | | | | | | 1 | 1 | Ø |

Columns 47–76: (blank)

CARD 12

Columns 12–61: (blank)

| File or Serial Number (Pilot) | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. D.N.A. | Status | Position | Inj. to Indiv. | Abandon A/C | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| Ø | 1 | Ø | 1 | 5 | 7 | 1 | 5 | 6 | 5 | 1 | A | 2 | G | 1 | A | 1 | 2 | Ø |

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CODE SHEET 5 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [initials] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 13

| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RECORD IDENTIFICATION: Date: Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Pilot Factor Inv. | Service Tour | Instrument Card | Emerg. Syst. Train.: Last 6 Months | | Last 12 Months | | Instrument Trainer: Last 6 Months | | Last 12 Months | | Time All Models: Total | | Last 3 Months | | Time This Model: Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Number of →: Total | Day | Nite | Total Day This Model | |
| 6 | 8 | Ø | 3 | 2 | 5 | 1 | Ø | 1 | Ø | 1 | 1 | | 2 | | | | | | | | | Ø | 8 | 2 | 2 | 3 | 3 | | | 1 | 3 | 1 | 1 | 6 | 3 | 4 | 4 | Ø | 4 | 2 |

| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Carrier Landings: Total Nite This Model | | This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | | | | | | | | | File or Serial Number (Co-Pilot) | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. D.N.A. | Status | Position | Inj. to Indiv. | Abandon A/C | Pilot Factor Involved | Service Tour | Instr. Card | | Trans. Code | Card Number | | |
| Ø | 6 | | | | | | | | | | | | | | | Ø | 1 | Ø | 1 | 5 | 7 | 4 | 5 | 6 | 5 | 1 | C | 1 | G | 1 | 4 | | 2 | | A | 1 | 3 | Ø |

## CARD 14

| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Emerg. Syst. Train.: Last 6 Months | | Last 12 Months | | Instrument Trainer: Last 6 Months | | Last 12 Months | | Time All Models: Total | | Last 3 Months | | Time This Model: Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Number of Carrier Landings: Total | Day | Nite | Total Day This Model | | Total Nite This Model | | This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | | | |
| | | | | | | | | Ø | 7 | 1 | 7 | 3 | 3 | 1 | 7 | Ø | 4 | Ø | 1 | 4 | 8 | 4 | 3 | Ø | 3 | 7 | Ø | 4 | | | | | | | | | |

| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | File or Serial Number (Instr. Plt. in Other A/C) | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. D.N.A. | Status | Position | Inj. to Indiv. | Abandon A/C | Pilot Factor Involved | Service Tour | Instr. Card | | | | | Trans. Code | Card Number | | |
| | | | | | U | N | K | N | O | W | N | | A | | | 2 | D | | | | | | | | | | A | 1 | 4 | Ø |

AIRCRAFT 1 OF 1

CODE SHEET 6 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [initials] REVIEWED: ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 15

| RECORD IDENTIFICATION – Date – Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Emerg. Syst. Train. – Last 6 Months | | Last 12 Months | | Instrument Trainer – Last 6 Months | | Last 12 Months | | Time All Models – Total | | Last 3 Months | | Time This Model – Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Number of Carrier → Total | Day | Nite | Total Day This Model | | Total Nite This Model | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings – This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | U | N | K | N | O | W | N | | | | | | | | | | | | | | 1 | 4 | | | | | | A | 1 | 5 | |

## CARD 16

| P | | | | | | | | File or Serial Number (All Persons) | | | | | | | | Name | | | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | | [redacted] | | | | | | | | | | | | | | | | | 5 | 6 | 5 | 1 | A | 2 | G | 1 | 6 | 5 | | | |

| Equip 1 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Equip 2 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Equip 3 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Equip 4 – Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | 1 | 6 | 6 | N | X | A | A | | | | | E | B | | | | | H | Ø | | | | | | Ø | 1 | A | 1 | 6 | |

PERSONNEL 1 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 7 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ___ REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CARD 17

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 5 | | | | | | Equip 6 | | | | | | Equip 7 | | | | | | Equip 8 | | | | | | Equip 9 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | P | 6 | | | | | P | 8 | | | | | S | G | | | | | E | 2 | | | | | | | | | | |

| Equip 10 | | | | | | | | Equip 11 | | | | | | Equip 12 | | | | | | Equip 13 | | | | | | Equip 14 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | | Person Sequence Number | Trans. Code | Card Number | | |
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1 | A | 1 | 7 | 0 |

CARD 18

| Equip 15 | | | | | | Equip 16 | | | | | | Equip 17 | | | | | | Equip 18 | | | | | | Equip 19 | | | | | | Equip 20 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |

| Equip 21 | | | | | | Equip 22 | | | | | | Equip 23 | | | | | | Equip 24 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | Person Sequence Number | Trans. Code | Card Number | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 8 | 0 |

PERSONNEL 1 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 8 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTION | Topogpt Mishap |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | I |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Altitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | Weight | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Ø | 5 | Ø | 1 | A | 2 | 1 | 1 |

## CARD 22

| Time in Rdy | | Vertebral Fractures | | | | Eject. Fatal Causes: Pri. | Sec. | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors: 1st Factor | 2nd Factor | 3rd Factor | Leached Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | Ø | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: Mishap to Site Locat. | Site Locat. to Victim | Mishap to Death | Time Lapse Last Training: Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | Training Factors | | | | | | | | | | | | | | | | | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | D | D | D | D | | | | | | | | | | | | | | | | | Ø | 1 | A | 2 | 2 | 1 |

PERSONNEL 1 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 9 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | No. Personnel To Rescue | No. Personnel Rescued | Rescue Vehicles Back-Up | | Actual Water Temperature | Actual Air Temperature | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | Mishap | Rescue Report Rescue Locate | ACC/ABAN | | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | | | Model/Type | Model/Type | | | Wave Height | Wave Interval | | | | | | |
| Cal. Yr. | Mo. | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | J | | | | A | 7 | B | E | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | | | | |

| RESCUE TEAM TRAIN'G | COMM EQUIP'T TECH | RETRIEV EQUIP/ TECH | RESCUE TEAM WORK F. | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | Alert Prob | Methods of Alert | Time Lapse Alert to Depart. | Departure Delays | Person Sequence Number | Trans. Code | Card Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | D | A | 0 | 0 | | | | E | | | | | | 1 | | | | | | | | | | | | | | | | | 0 | 1 | A | 2 | 3 | 8 |

## CARD 24

| CARD CODE 69 | Time Lapse Alert to Locate | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | Locator Means | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | Rescue Problems | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Prob | Prob | | | | Primary | | | | | | | | Vehicle | Individual | Problems | | | | Vehicle | Individual | Problems | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 2 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | J | | A | | | | | | | 0 | 1 | A | 2 | 4 | 8 |

PERSONNEL 1 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 10 OF 6

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | Problems | | | | Condit. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | | | | | During | After | Time Lapse Reach to Rescue | | Time Lapse Mishap to Rescue Completion | | Rescue Recommend | | CARD CODE 73 | | Weight | | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | | Trunk Height Nearest 1/4 Inch | | | Functional Reach Nearest 1/4 Inch | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 4 | 2 | 4 | | | 7 | 3 | 1 | 5 | 5 | 6 | 7 | 2 | 4 | 3 | 6 | 2 | 2 | 5 | 1 | 3 | 0 | | |

| Buttock Knee Nearest 1/4 Inch | | | Leg Length Nearest 1/4 Inch | | | | | Bidetloid Nearest 1/4 Inch | | | CARD CODE 74 | | Role of Indiv. in Cause Inadequate Briefing | Supervisory Factors: ORD/LEFT ON PLT BEY CAP | Supervisory Factors: Poor Crew Coordination | Supervisory Factors: Other | Pre-Flight Factors: Faulty Flight Plan | Pre-Flight Factors: Faulty A/C Pre-Flight | Pre-Flight Factors: Faulty Prep. Pers. Equip. | Pre-Flight Factors: Hurried Departure | Pre-Flight Factors: Delayed Departure | Pre-Flight Factors: Inadequate Wx. Analysis | Pre-Flight Factors: Other | Experience Trng. Factors: Inadequate Transition | Experience Trng. Factors: LIMITED TOTAL EXPERIENCES | Experience Trng. Factors: LIMIT RECENT EXPERIENCES | Experience Trng. Factors: FAIL TO USE ACCEPT PROC. | Experience Trng. Factors: Other | | | | Person Sequence Number | | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 2 | 2 | 2 | 4 | 0 | 1 | | | 1 | 7 | | 7 | 4 | | | | | | | | | | | | | 1 | | 3 | | | | | | 0 | 1 | A | 2 | 5 | 1 |

## CARD 27

| Design Factors | | | | | | | | | Communication Problems | | | | | Environmental Factors | | | | | | | | | | | | | | | CARD CODE 75 | | Psycho Physiological Factors | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | Visibility Restrictions: Wx Haze Dark | Visibility Restrictions: Icing Window Fog | Visibility Restrictions: DUST WIND SMOKE | Visibility Restrictions: WX OTHER THAN VISIBILY | | | | | | | | | | | | | | | | | | |
| Design of Inst/Controls | Location of Inst/Controls | Failure of Inst/Controls | COCKPIT LIGHTING | Runway Lighting | Lighting Other A/C | PERSONAL EQU INTERFERENCE | WORK SPACE INCOMPAT. W/MAN | Other | MISINTERPRET COMM | DISRUPTED COMM | Language Barrier | Noise Interference | Other | ACCELERATION FOR IN FLIGHT | DECOMPRESS ION | Vibration | Glare | Smoke Fumes | Heat | Cold | Wind Blast | | | | | Other | | | | | Food Poisoning | Motion Sickness | Other Acute Illness | OTH PRE EXIST DISEASE/DEFECT | Get "Homeitis" | Hangover | Sleep Deprivation | FATIGUE | OTHER Missed Meals |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | |

| Psycho Physiological Factors (cont'd) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual illusions | HALLUCINATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self-Confidence | LACE OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | | Trans. Codes | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 0 |

PERSONNEL 1 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 11 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [signature] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED ____

CARD 29

| RECORD IDENTIFICATION | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | |
| Cal. Yr. | | Mo. | | Day | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 |

| Other Factors To Be Considered | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HABIT INTERFE WRONG CONT. | CONFUS OF CONTR. OTHER | Misread Instruments | MISINTERPRET INSTRUMENTS | MISLED BY FAUL INSTRUM. | VIS. REST. BY EQUIP. STRUCT. | Task Over-Saturation | Inadequate Good/Timing | Misjudged Speed/Dist. | WRONG COURS OF ACTION | DELAY TAKING NEC ACTION | VIOLATION OF PLT. DISCIP | Navigational Error | Inadvertent Operation | Other |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | | | | | | | | | A | | | | | |

| CARD CODE 77 | | Disposition | Body Position | Direction Facing | Physical Defects Post Crash Exam. | | | | | | | | | REASON FOR GROUNDING |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VISUAL ACUITY OR NONE | Hearing | Cardio-Vascular | NEUROMUSCUL SKELETAL | Gastro-Intestinal | Respiratory | Urogenital | Other Abnormal | | |
| 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 7 | 7 | 1 | 1 | 1 | | | | | | | | | |

| Estimated Duration of Grounding | | Pri. Cause of Death Diagnosis Number | | | | Autopsy | | | Lab Toxicological Test On | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Preformed | Protocal | Conducted By | Blood or None | Urine | GI Contents | CNS Contents | Muscle Tissue | Visceral Tissue | Other |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | | | | | | | | | | | | | |

| ULTRA-VIOL OR OTH SPECIAL INVESTIG | CARD CODE 78 | | Unconsciousness | Internal Injury | | | | Cerebral Concussion | Facial Injuries | Intra Oral Injuries | Eye Injuries |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Head, Neck or None | Thorax | Abdomen | Other | | | | |
| 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 |
| | 7 | 8 | | | | | | | | | |

| | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | Ø | 1 | A | 2 | 9 | Ø |

CARD 30

| Fractures | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Group A | | | | | | | | | Group B | | | | | | | |
| Cranial or None | Facial | Cervical | Thoracic | Lumbar | Sacral | Coccygeal | Shoulder Girdle | Rib | Pelvis or None | Upper Arm | Lower Arm | Hand Incl. Fingers | Upper Leg | Lower Leg | Foot Incl. Toes | Other Fractures |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | | | | | | | | | | | | | | | | |

| Dis-Locations | | | | | | | | | | | | | | | | | | CARD CODE 79 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Group A | | | | | | | | | Group B | | | | | | | | | | | |
| Jaw or None | Cervical Vertebral | Thoracic Vertebral | Lumbar Vertebral | Saccral Vertebral | Coccygeal Vertebral | Shoulder Girdle | Ribs | Pelvis | Shoulder or None | Elbow | Wrist | Hand Fingers | Hip | Knee | Ankle | Foot Toes | Other Dislocations | | | |
| 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | 7 | 9 | |

| Amputations/ Avulsions | | | | | Soft Tissue Injuries | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Group A | | | | | | | | | Group B | | | | | | | | | |
| HEAD, NECK OR NONE | Trunk | Upper Extrem. | Lower Extrem. | Other | LACERATIONS OR NONE | C.S.S. Head | Abrasions Head | LACERAT NECK | C.S.S. Neck | Abrasions Neck | LACERAT THORAX | C.S.S. Thorax | ABRASIONS THORAX | LACERATIONS ABDOM/NONE | C.S.S. Abdomen | Abrasions Abdomen | LACERAT UP EXTR | C.S.S. UP EXTREME | ABRASIONS UP EXTR | LACERAT LOW EXTR | C.S.S. LOW EXTREME | ABRASIONS LOW EXTR | Other S.T. Injuries |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 |
| | | | | | | | | | | | | | | | | | | | | | | | |

| Asphyxiation Suspected | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|
| 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | 3 | Ø | Ø |

PERSONNEL 1 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 12 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: bgw REVIEWED: ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CARD 15

| RECORD IDENTIFICATION: Date – Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | |
|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 |

| Emerg. Syst. Train. – Last 6 Months | | Last 12 Months | | Instrument Trainer – Last 6 Months | | Last 12 Months | | Time All Models – Total | | Last 3 Months | | Time This Model – Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Number of Carrier – Total | Day | Nite | Total Day This Model | | Total Nite This Model | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings – This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | Ø |

CARD 16

| P | | | | | | | | File or Serial Number (All Persons) | | | | | | | | | Name | | | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | | [redacted] | | | | | | | | | | | | | | | | | 5 | 6 | 5 | 1 | C | 1 | G | 1 | 6 | 5 | | | |

| Equip 1 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Equip 2 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Equip 3 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Equip 4 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | 1 | 6 | 6 | N | X | A | A | | | | | E | B | | | | | H | Ø | | | | | | Ø | 2 | A | 1 | 6 | Ø |

PERSONNEL 2 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 13 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 17

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 5 | | | | | | Equip 6 | | | | | | Equip 7 | | | | | | Equip 8 | | | | | | Equip 9 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | Mo. | | Day | | | Type Report | Log Line Number | | | Aircraft Number | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | P | 6 | | | | | P | 8 | | | | | S | G | | | | | E | 2 | | | | | S | H | | | | |

| Equip 10 | | | | | | | | Equip 11 | | | | | | Equip 12 | | | | | | Equip 13 | | | | | | Equip 14 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | | Person Sequence Number | | Trans. Code | Card Number | | |
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 2 | A | 1 | 7 | 8 |

CARD 18

| Equip 15 | | | | | | Equip 16 | | | | | | Equip 17 | | | | | | Equip 18 | | | | | | Equip 19 | | | | | | Equip 20 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |

| Equip 21 | | | | | | Equip 22 | | | | | | Equip 23 | | | | | | Equip 24 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Person Sequence Number | | | Trans. Code | Card Number | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 8 | 8 |

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AIRCRAFT 1 OF 1

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# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog. at Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | | Weight | | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 5 | 0 | 2 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes | | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors: 1st Factor | 2nd Factor | 3rd Factor | Located Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: | | | Time Lapse Last Training | | | | Training Factors | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | I | I | I | I | B | | | | | | | | | | | | | | | | 0 | 2 | A | 2 | 2 | 0 |

PERSONNEL 2 OF 14

AIRCRAFT 1 OF 1

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# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | No. Personnel To Rescue | No. Personnel Rescued | Rescue Vehicles Back-Up | | Actual Water Temperature | | Actual Air Temperature | | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | | | Model/Type | Model/Type | | | | | Wave Height | Wave Interval | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | | E | | | | A | 1 | B | J | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | A | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK F. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | | Time Lapse Alert to Depart. | Departure Delays | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | 0 | 0 | | | E | | | 1 | | | | | | | | | | | | | | | | | 0 | 2 | A | 2 | 3 | 0 |

CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 1 | 5 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | E | | A | | | | | | | 0 | 2 | A | 2 | 4 | 0 |

PERSONNEL 2 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 16 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: *[signature]* REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| Group | Field | Column(s) | Entry |
|---|---|---|---|
| RECORD IDENTIFICATION – Date | Cal. Yr. | 01 02 | 6 8 |
| | Mo. | 03 04 | 0 5 |
| | Day | 05 06 | 2 5 |
| | Type Report | 07 | 1 |
| | Log Line Number | 08 09 | 0 1 |
| | Aircraft Number | 10 11 | 0 1 |
| Survivor's Problems | | 12 13 14 15 | |
| Survivor's Condit. | During | 16 | A |
| | After | 17 | G |
| | Time Lapse Reach to Rescue | 18 19 | 0 9 |
| | Time Lapse Mishap to Rescue Completion | 20 21 | 2 5 |
| | Rescue Recommend | 22 23 | |
| | CARD CODE 73 | 24 25 | 7 3 |
| | Weight | 26 27 28 | 1 6 5 |
| | Height | 29 30 | 6 8 |
| | Age | 31 32 | 2 4 |
| | Sitting Height Nearest 1/4 Inch | 33 34 35 | 3 5 3 |
| | Trunk Height Nearest 1/4 Inch | 36 37 38 | 2 3 1 |
| | Functional Reach Nearest 1/4 Inch | 39 40 41 | 3 1 |
| | Buttock Knee Nearest 1/4 Inch | 42 43 44 | 2 3 |
| | Leg Length Nearest 1/4 Inch | 45 46 47 | 4 2 2 |
| | | 48 49 | |
| | Bideltoid Nearest 1/4 Inch | 50 51 52 | |
| | CARD CODE 74 | 53 54 | 7 4 |
| | Role of Indiv. in Cause | 55 | |
| Supervisory Factors | Inadequate Briefing | 56 | |
| | ORD/LEFT ON FLT BEY CAP | 57 | |
| | Poor Crew Coordination | 58 | |
| | Other | 59 | |
| Pre-Flight Factors | Faulty Flight Plan | 60 | |
| | Faulty A/C Pre-Flight | 61 | |
| | Faulty Prep. Pers. Equip. | 62 | |
| | Hurried Departure | 63 | |
| | Delayed Departure | 64 | |
| | Inadequate Wx. Analysis | 65 | |
| | Other | 66 | |
| Experience Trng. Factors | Inadequate Transition | 67 | |
| | LIMITED TOTAL EXPERIENCE | 68 | |
| | LIMIT RECENT EXPERIENCE | 69 | |
| | FAIL TO USE ACCEPT PROC. | 70 | |
| | Other | 71 | |
| | | 72 73 74 | |
| | Person Sequence Number | 75 76 | 0 2 |
| | Trans. Codes | 77 | A |
| | Card Number | 78 79 80 | 2 5 0 |

## CARD 27

| Group | Field | Column(s) | Entry |
|---|---|---|---|
| Design Factors | Design of Inst/Controls | 12 | |
| | Location of Inst/Controls | 13 | |
| | Failure of Inst/Controls | 14 | |
| | COCKPIT LIGHTING | 15 | |
| | Runway Lighting | 16 | |
| | Lighting Other A/C | 17 | |
| | PERSONAL EQU INTERFERENCE | 18 | |
| | WORK SPACE IN-COMPAT. W/MAN | 19 | |
| | Other | 20 | |
| Communication Problems | MISINTERPRET COMM | 21 | |
| | DISRUPTED COMM | 22 | |
| | Language Barrier | 23 | |
| | Noise Interference | 24 | |
| | Other | 25 | |
| Environmental Factors | ACCELERATION FOR IN FLIGHT | 26 | |
| | DECOMPRESSION | 27 | |
| | Vibration | 28 | |
| | Glare | 29 | |
| | Smoke Fumes | 30 | |
| | Heat | 31 | |
| | Cold | 32 | |
| | Wind Blast | 33 | |
| VISIBILITY RESTRICTIONS | Wx Haze Dark | 34 | |
| | Icing Win dow Fog | 35 | |
| | DUST WIND SMOKE | 36 | |
| | WX OTHER THAN VISIBILITY | 37 | |
| | Other | 38 | |
| | CARD CODE 75 | 39 40 | 7 5 |
| Psycho Physiological Factors | Food Poisoning | 41 | |
| | Motion Sickness | 42 | |
| | Other Acute Illness | 43 | |
| | OTH PRE EXIST DISEASE/DEFECT | 44 | |
| | Got "Hemeitis" | 45 | |
| | Hangover | 46 | |
| | Sleep Deprivation | 47 | |
| | FATIGUE, OTHER | 48 | |
| | Missed Meals | 49 | |
| Psycho Physiological Factors (cont'd) | DRUGS PRESCR MEDICAL DR. | 50 | |
| | Drugs, Other | 51 | |
| | Alcohol | 52 | |
| | Visual Illusions | 53 | |
| | HALLUCINATIONS | 54 | |
| | UNCONSCIOUSNESS | 55 | |
| | DISORIENTATION VERTIGO | 56 | |
| | Hypoxia | 57 | |
| | Hyper-Ventilation | 58 | |
| | Dysbarism | 59 | |
| | CO Poisoning | 60 | |
| | Boredom | 61 | |
| | Inattention | 62 | |
| | Channelized Attention | 63 | |
| | Distraction | 64 | |
| | PREOCCUPATION PERS. PROB. | 65 | |
| | EXCESSIVE MOTIVATION TO SUC | 66 | |
| | Over Confidence | 67 | |
| | Lack of Self-Confidence | 68 | |
| | LACK OF CONFIDENCE IN EQUIP | 69 | |
| | Apprehension | 70 | |
| | Panic | 71 | |
| | Other | 72 | |
| | | 73 74 | |
| | Person Sequence Number | 75 76 | |
| | Trans. Codes | 77 | |
| | Card Number | 78 79 80 | 2 7 0 |

PERSONNEL 2 OF 14

AIRCRAFT 1 OF 1

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R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | | | Instrument Trainer | | | | Time All Models | | | | Time This Model | | | | | | | | | | Number of Carrier → | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Last 6 Months | | Last 12 Months | | Last 6 Months | | Last 12 Months | | Total | | Last 3 Months | | Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Total | Day | Nite | Total Day This Model | | Total Nite This Model | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | 0 |

CARD 16

| P | | | | | | | | File or Serial Number (All Persons) | | | | | | | Name | | | | | | | | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | | (b) (6) [redacted] | | | | | | | | | | | | | | | | | E | 5 | | | X | 3 | G | 1 | 6 | 5 | | | |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | | Person Sequence Number | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | 0 | 6 | 6 | N | X | E | 2 | | | | | S | G | | | | | P | 8 | | | | | | 0 | 3 | A | 1 | 6 | 0 |

PERSONNEL 3 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 18 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 17

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 5 | | | | | | Equip 6 | | | | | | Equip 7 | | | | | | Equip 8 | | | | | | Equip 9 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | F | 6 | | | | | | H | 0 | | | | | E | B | | | | | A | A | | | | | | | | | |

| Equip 10 | | | | | | | | Equip 11 | | | | | | Equip 12 | | | | | | Equip 13 | | | | | | Equip 14 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | | Person Sequence Number | Trans. Code | Card Number | | |
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 3 | A | 1 | 7 | 8 |

CARD 18

| Equip 15 | | | | | | Equip 16 | | | | | | Equip 17 | | | | | | Equip 18 | | | | | | Equip 19 | | | | | | Equip 20 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |

| Equip 21 | | | | | | Equip 22 | | | | | | Equip 23 | | | | | | Equip 24 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | Person Sequence Number | Trans. Code | Card Number | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 8 | 8 |

PERSONNEL 3 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 19 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | 0 | 5 | 2 | 5 | | 1 | 0 | 1 | 0 |

| Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topmost Mishap |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Altitude/Maneu. A/C at Eject | Altitude When Ejected | Airspeed | | Weight | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 6 | 0 | 3 | A | 2 | 1 | 0 |

## CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes: Pri. | Sec. | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors: 1st Factor | 2nd Factor | 3rd Factor | Located Site | Survivor Left Site | Means of Location | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Time Lapse Last Training: Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | Training Factors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | | | | | | |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 0 | 3 | A | 2 | 2 | 0 | | | | | | | |

PERSONNEL 3 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 20 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | | | Rescue Vehicles Back-Up | | | | | | Sea Cond. | | Gen. Wx. Cond. | | | Rescue Equip. Used | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | No. Personnel To Rescue | No. Personnel Rescued | Model/Type | Model/Type | Actual Water Temperature | | Actual Air Temperature | | Wave Height | Wave Interval | | Wind Velocity (Knots) | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | J | | | | A | 1 | B | E | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | G | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK F. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | | Time Lapse Alert To Depart. | Departure Delays | | | | | | | | | | | | | | | | Person Sequence Number | Trans. Code | Card Number | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | 0 | 0 | | | E | | | 1 | | | | | | | | | | | | | | | | | 0 | 3 | A | 2 | 3 | 0 |

## CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | Prob. Locating | | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | J | | A | | | | | | | 0 | 3 | A | 2 | 4 | 0 |

PERSONNEL 3 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 21 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | Problems | | | | Condit. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | Mo. | | Day | | Type Report | Log Line Number | | | Aircraft Number | | | | | | During | After | Time Lapse Reach to Rescue | | Time Lapse Mishap to Rescue Completion | | Rescue Recommend | | CARD CODE 73 | | Weight | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | Functional Reach Nearest 1/4 Inch | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 9 | 2 | 1 | | | 7 | 3 | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | | | Leg Length Nearest 1/4 Inch | | | | | Bideltoid Nearest 1/4 Inch | | | CARD CODE 74 | | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | ORD/LEFT ON FLT BEY CAP | Poor Crew Coordination | Other | Pre-Flight Factors: Faulty Flight Plan | Faulty A/C Pre-Flight | Faulty Prep. Pers. Equip. | Hurried Departure | Delayed Departure | Inadequate Wx. Analysis | Other | Experience Trng. Factors: Inadequate Transition | LIMITED TOTAL EXPERIENCE | LIMIT RECENT EXPERIENCE | FAIL TO USE ACCEPT PROC. | Other | | | | | Person Sequence Number | | Trans. Codes | | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 0 | 3 | A | 2 | 5 | 0 |

CARD 27

| Design Factors: Design of Inst/Controls | Location of Inst/Controls | Failure of Inst/Controls | COCKPIT LIGHTING | Runway Lighting | Lighting Other A/C | PERSONAL EQU INTERFERENCE | WORK SPACE IN-COMPAT. W/MAN | Other | Communication Problems: MISINTERPRET COMM | DISRUPTED COMM | Language Barrier | Noise Interference | Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | DECOMPRESS ION | Vibration | Glare | Smoke Fumes | Heat | Cold | Wind Blast | VISIBILITY RESTRICTIONS: Wx Haze Dark | Icing Window Fog | DUST WIND SMOKE | WX OTHER THAN VISIBILY | Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Motion Sickness | Other Acute Illness | OTH PHS EXIST DISEASE/DEFECT | Get "Nemotitis" | Hangover | Sleep Deprivation | FATIGUE, OTHER | Missed Meals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | | | | Person Sequence Number | | Trans. Codes | | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 0 |

PERSONNEL 3 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 22 OF 62

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# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | | | Instrument Trainer | | | | Time All Models | | | | Time This Model | | | | | | | | Number of Carrier → | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | Aircraft Number | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | Last 6 Months | | Last 12 Months | | Last 6 Months | | Last 12 Months | | Total | | Last 3 Months | | Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Total | Day | Nite | Total Day This Model | Total Nite This Model |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 68 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | 0 |

CARD 16

| P | File or Serial Number (All Persons) | Name | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 13 14 15 16 17 18 19 | 20 21 22 23 | 24 25 26 27 28 29 30 31 32 33 34 35 36 | 37 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 46 | 47 48 49 |
| P | (b) (6) [redacted] | | D5 | | | I | 3 | G | 1 | 6 5 | |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Person Sequence Number | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 76 | 77 | 78 | 79 | 80 |
| A | A | | | | | E | B | | | | | E | 2 | | | | | H | 0 | | | | | | 0 4 | A | 1 | 6 | 0 |

PERSONNEL 4 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 23 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 17

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 5 | | | | | | Equip 6 | | | | | | Equip 7 | | | | | | Equip 8 | | | | | | Equip 9 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | |
| Cal. Yr. | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 2 | 1 | 0 | 1 | P | 6 | | | | | P | 8 | | | | | S | G | | | | | N | Ø | | | | | | | | | | |

| Equip 10 | | | | | | | | Equip 11 | | | | | | Equip 12 | | | | | | Equip 13 | | | | | | Equip 14 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Person Sequence Number | | Trans. Code | Card Number | | |
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Ø | 4 | A | 1 | 7 | 8 |

CARD 18

| Equip 15 | | | | | | Equip 16 | | | | | | Equip 17 | | | | | | Equip 18 | | | | | | Equip 19 | | | | | | Equip 20 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |

| Equip 21 | | | | | | Equip 22 | | | | | | Equip 23 | | | | | | Equip 24 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | Person Sequence Number | | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 8 | 8 |

PERSONNEL 4 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 24 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog. at Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior Prob | Prior Prob | Prior Prob | During Prob | During Prob | During Prob | Subsequent Prob | Subsequent Prob | Subsequent Prob | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Altitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | Weight | | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 5 | 0 | 4 | A | 2 | 1 | 0 |

## CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes: Pri. | Eject. Fatal Causes: Sec. | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors: 1st Factor | Alerting Factors: 2nd Factor | Alerting Factors: 3rd Factor | Located Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2A | 3 | 8 | 4 | 8 | 0 | E | | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Time Lapse Last Training: Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | Training Factors | | | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 0 | 4 | A | 2 | 2 | 0 |

PERSONNEL 4 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 25 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | No. Personnel To Rescue | No. Personnel Rescued | Rescue Vehicles Back-Up | | Actual Water Temperature | | Actual Air Temperature | | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | | | Model/Type | Model/Type | | | | | Wave Height | Wave Interval | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | J | | | | A | 7 | B | E | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | G | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK F. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | | Time Lapse Alert to Depart. | Departure Delays | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | 0 | 0 | | | E | | | 1 | | | | | | | | | | | | | | | | | 0 | 4 | A | 2 | 3 | 0 |

CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 0 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | J | | A | | | | | | | 0 | 4 | A | 2 | 4 | 0 |

PERSONNEL 4 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 26 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's Problems | | | | Survivor's Condit. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | Mo. | | Day | | | Type Report | Log Line Number | | Aircraft Number | | | | | | During | After | Time Lapse Reach to Rescue | | Time Lapse Mishap to Rescue Completion | | Rescue Recommend | | CARD CODE 73 | | Weight | | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | | Functional Reach Nearest 1/4 Inch | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 7 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 3 | 0 | 5 | | | 7 | 3 | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | | | Leg Length Nearest 1/4 Inch | | | | | Bideltoid Nearest 1/4 Inch | | | CARD CODE 74 | | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | ORD/LEFT ON FLT BEY CAP | Poor Crew Coordination | Other | Pre-Flight Factors: Faulty Flight Plan | Faulty A/C Pre-Flight | Faulty Prep. Pers. Equip. | Hurried Departure | Delayed Departure | Inadequate Wx. Analysis | Other | Experience Trng. Factors: Inadequate Transition | LIMITED TOTAL EXPERIENCE | LIMIT RECENT EXPERIENCE | FAIL TO USE ACCEPT PROC. | Other | | | | Person Sequence Number | | Trans. Codes | | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 0 | 4 | A | 2 | 5 | 6 |

## CARD 27

| Design Factors: Design of Inst/Controls | Location of Inst/Controls | Failure of Inst/Controls | COCKPIT LIGHTING | Runway Lighting | Lighting Other A/C | PERSONAL EQU INTERFERENCE | WORK SPACE IN-COMPAT. W/MAN | Other | Communication Problems: MISINTERPRET COMM | DISRUPTED COMM | Language Barrier | Noise Interference | Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | DECOMPRESS ION | Vibration | Glare | Smoke Fumes | Heat | Cold | Wind Blast | VISIBILITY RESTRICTIONS: Wx Haze Dark | Icing Window Fog | DUSTWIND SMOKE | WX OTHER THAN VISIBILY | Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Motion Sickness | Other Acute Illness | OTH PRE EXIST DISEASE/DEFECT | Got "Homoitis" | Hangover | Sleep Deprivation | FATIGUE | OTHER Missed Meals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCINATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | | Trans. Codes | | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 6 |

PERSONNEL 4 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 22 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | | | Instrument Trainer | | | | Time All Models | | | | Time This Model | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | Aircraft Number | | | | | | | | | | | | | | | | | | | | | | | | | | | Number of Carrier → | | | | | | |
| Cal. Yr. | Mo. | | Day | | | | | | | | Last 6 Months | Last 12 Months | Last 6 Months | Last 12 Months | Total | Last 3 Months | Total | Last 3 Months | Inst. Hours Last 3 Months | Nite Hours Last 3 Months | Total Jet or Helo Time | Total | Day | Nite | Total Day This Model | Total Nite This Model | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | | |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 8 | 1 | 8 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | 0 | | |

CARD 16

| P | File or Serial Number (All Persons) | Name | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 – 36 | | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 – 80 |
| P | [redacted] | | 2 | 1 | | | Q | 4 | G | 1 | 6 5 |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed Special Data | Person Sequence Number | Trans. Code | Card Number | | |
| 50 | 51 | 52 – 55 | 56 | 57 | 58 – 61 | 62 | 63 – 66 | 67 | 68 | 69 – 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | |
| N | O | | | | | | | | | | | 0 | 5 | A | 1 | 6 | 0 | | | |

PERSONNEL 5 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 28 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog.at Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems | | | | | | | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | | Weight | | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior | | | During | | | Subsequent | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 5 | 0 | 5 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes | | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors | | | Located Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Pri. | Sec. | | | | | | | | | | | | | | | | | | | | | | 1st Factor | 2nd Factor | 3rd Factor | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: | | | Time Lapse Last Training | | | | Training Factors | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 0 | 5 | A | 2 | 2 | 0 |

PERSONNEL 5 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 29 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 |

| CARD CODE 68 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | No. Personnel To Rescue | No. Personnel Rescued | Rescue Vehicles Back-Up | | Actual Water Temperature | | Actual Air Temperature | | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | | Rescue Equip. Used | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | | | Model/Type | Model/Type | | | | | Wave Height | Wave Interval | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 1 | 1 | 1 | 1 | B | B | T | | | | A | 7 | B | E | 8 | 0 | 8 | 4 | C | G | C | 1 | 2 | G | | | |

| RESCUE TEAM TRAIN'G | COMM EQUIP'T TECH | RETRIEV EQUIP/ TECH | RESCUE TEAM WORK F. | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | Alert Prob | Methods of Alert | | | | Time Lapse Alert to Depart. | Departure Delays | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| | | | | | | | | D | A | 0 | 0 | | | E | | | 1 | | |

| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | 0 | 5 | A | 2 | 3 | 0 |

## CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 0 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | Rescue Close Out | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | Vehicle | Individual | Close Out Code | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | J | | A | | | | | | | 0 | 5 | A | 2 | 4 | 0 |

PERSONNEL 5 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 30 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: *[initials]* REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 25

| RECORD IDENTIFICATION: Date – Cal. Yr. | Mo. | Day | Type Report | Log Line Number | Aircraft Number | Survivor's Problems | Survivor's Condit. – During | Condit. – After | Time Lapse Reach to Rescue | Time Lapse Mishap to Rescue Completion | Rescue Recommend | CARD CODE 73 | Weight | Height | Age | Sitting Height Nearest 1/4 Inch | Trunk Height Nearest 1/4 Inch | Functional Reach Nearest 1/4 Inch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 02 | 03 04 | 05 06 | 07 | 08 09 | 10 11 | 12 13 14 15 | 16 | 17 | 18 19 | 20 21 | 22 23 | 24 25 | 26 27 28 | 29 30 | 31 32 | 33 34 35 | 36 37 38 | 39 40 41 |
| 6 8 | Ø 3 | 2 5 | 1 | Ø 1 | Ø 1 | | A | G | Ø 3 | Ø 5 | | 7 3 | | | | | | |

| Buttock Knee Nearest 1/4 Inch | Leg Length Nearest 1/4 Inch | | Bideltoid Nearest 1/4 Inch | CARD CODE 74 | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | ORD/LEFT ON FLT BEY CAP | Poor Crew Coordination | Other | Pre-Flight Factors: Faulty Flight Plan | Faulty A/C Pre-Flight | Faulty Prep. Pers. Equip. | Hurried Departure | Delayed Departure | Inadequate Wx. Analysis | Other | Experience Trng. Factors: Inadequate Transition | LIMITED TOTAL EXPERIENCE | LIMIT RECENT EXPERIENCE | FAIL TO USE ACCEPT PROC. | Other | | Person Sequence Number | Trans. Codes | Card Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 43 44 | 45 46 47 | 48 49 | 50 51 52 | 53 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 73 74 | 75 76 | 77 | 78 79 80 |
| | | | | 7 4 | | | | | | | | | | | | | | | | | | | Ø 5 | A | 2 5 Ø |

CARD 27

| Design Factors: Design of Inst/Controls | Location of Inst/Controls | Failure of Inst/Controls | COCKPIT LIGHTING | Runway Lighting | Lighting Other A/C | PERSONAL EQU INTERFERENCE | WORK SPACE IN COMPAT. W/MAN | Other | Communication Problems: MISINTERPRET COMM | DISRUPTED COMM | Language Barrier | Noise Interference | Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | DECOMPRESSION | Vibration | Glare | Smoke Fumes | Heat | Cold | Wind Blast | Visibility Restrictions: Wx Haze Dark | Icing Window Fog | DUST/WIND SMOKE | WX OTHER THAN VISIBILY | Other | CARD CODE 75 | Psycho Physiological Factors: Food Poisoning | Motion Sickness | Other Acute Illness | OTH PRE EXIST DISEASE/DEFECT | Get "Homeitis" | Hangover | Sleep Deprivation | FATIGUE OTHER | Missed Meals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 5 | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCINATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATION PERS. PROB. | EXCESSIVE MOTIVATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONFIDENCE IN EQUIP | Apprehension | Panic | Other | | Person Sequence Number | Trans. Codes | Card Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 74 | 75 76 | 77 | 78 79 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 2 7 Ø |

PERSONNEL 5 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 31 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | | | Instrument Trainer | | | | Time All Models | | | | Time This Model | | | | | | | | | | Number of Carrier → | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Last 6 Months | | Last 12 Months | | Last 6 Months | | Last 12 Months | | Total | | Last 3 Months | | Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Total | Day | Nite | Total Day This Model | | Total Nite This Model | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | Ø |

CARD 16

| P | | | | | | | | File or Serial Number (All Persons) | | | | | | | Name | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | | (b) (6) [redacted] | | | | | | | | | | | | | | | | | C | 1 | | | Q | 4 | G | 1 | 6 | 5 | | | |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | | Person Sequence Number | | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | Ø | | | | | | | | | | | | | | | | | | | | | | | | Ø | 6 | A | 1 | 6 | Ø |

PERSONNEL 6 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 32 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTION | Topogpt Mishap |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 3 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | D | E | I |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Altitude/Maneuv. A/C at Exit | Altitude When Ejected | Airspeed | | Weight | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 6 | 0 | 6 | A | 2 | 1 | 0 |

## CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes: Pri. | Sec. | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors: 1st Factor | 2nd Factor | 3rd Factor | Located Site | Survivor Left Site | Means of Locating | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Time Lapse Last Training: Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | Training Factors | | | | | | | | | | | | | | | | | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 0 | 6 | A | 2 | 2 | 0 |

PERSONNEL 6 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 33 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 48 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | | | Rescue Vehicles Back-Up | | | | | | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | No. Personnel To Rescue | No. Personnel Rescued | Model/Type | Model/Type | Actual Water Temperature | | Actual Air Temperature | | Wave Height | Wave Interval | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 0 | 1 | 1 | 1 | 1 | R | B | T | | | | A | 7 | B | E | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | G | | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK F. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | | Time Lapse Alert to Depart. | Departure Delays | | | | | | | | | | | | | | | | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | 0 | 0 | | | E | | | 1 | | | | | | | | | | | | | | | | | 0 | 6 | A | 2 | 3 | 0 |

## CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 0 | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | Rescue Close Out | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | Vehicle | Individual | Close Out Code | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | J | | A | | | | | | | 0 | 6 | A | 2 | 4 | 0 |

PERSONNEL 6 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 34 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's Problems | | | | Condit. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | | | | | During | After | Time Lapse Reach to Rescue | | Time Lapse Mishap to Rescue Completion | | Rescue Recommend | | CARD CODE 73 | | Weight | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | Functional Reach Nearest 1/4 Inch | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 8 | 1 | 0 | 1 | | | | | A | G | 0 | 3 | 0 | 6 | | | 7 | 3 | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | | | Leg Length Nearest 1/4 Inch | | | | | Bideltoid Nearest 1/4 Inch | | | CARD CODE 74 | | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | ORD/LEFT ON PLT BET CAP | Poor Crew Coordination | Other | Pre-Flight Factors: Faulty Flight Plan | Faulty A/C Pre-Flight | Faulty Prep. Pers. Equip. | Hurried Departure | Delayed Departure | Inadequate Wx. Analysis | Other | Experience Trng. Factors: Inadequate Transition | LIMITED TOTAL EXPERIENCE | LIMIT RECENT EXPERIENCE | FAIL TO USE ACCEPT PROC. | Other | | | | | Person Sequence Number | | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 0 | 6 | A | 2 | 5 | 1 |

## CARD 27

| Design Factors | | | | | | | | | Communication Problems | | | | | Environmental Factors | | | | | | | | | | | | | | CARD CODE 75 | | Psycho Physiological Factors | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Design of Inst/Controls | Location of Inst/Controls | Failure of Inst/Controls | COCKPIT LIGHTING | Runway Lighting | Lighting Other A/C | PERSONAL EQU INTERFERENCE | WORK SPACE IN-COMPAT. W/MAN | Other | MISINTERPRET COMM | DISRUPTED COMM | Language Barrier | Noise Interference | Other | ACCELERATION FOR IN FLIGHT | DECOMPRESS ION | Vibration | Glare | Smoke Fumes | Heat | Cold | Wind Blast | VISIBILITY RESTRICTIONS: Wx Haze Dark | Icing Window Fog | DUSTWIND SMOKE | WX OTHER THAN VISIBILY | Other | | | Food Poisoning | Motion Sickness | Other Acute Illness | OTH PRE EXIST DISEASE/DEFECT | Get "Hemeitis" | Hangover | Sleep Deprivation | FATIGUE, OTHER Mental Math | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | |

| Psycho Physiological Factors (cont'd) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | | Trans. Codes | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 1 |

PERSONNEL 6 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 35 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [initials] REVIEWED: ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CARD 15

| RECORD IDENTIFICATION – Date – Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | |
|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 |

| Emerg. Syst. Train. – Last 6 Months | | Last 12 Months | | Instrument Trainer – Last 6 Months | | Last 12 Months | | Time All Models – Total | | Last 3 Months | | Time This Model – Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Number of Carrier – Total | Day | Nite | Total Day This Model | | Total Nite This Model | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings – This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | Ø |

CARD 16

| P | | | | | | | File or Serial Number (All Persons) / Name | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19–36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | (b) (6) [redacted] | C | 1 | | | Q | 4 | G | 1 | 6 | 5 | | | |

| Equip 1 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Equip 2 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Equip 3 – Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Equip 4 – Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed Special Data | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | Ø | | | | | | | | | | | | | | | | | | | | | | | | Ø | 7 | A | 1 | 6 | Ø |

PERSONNEL 7 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 36 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog.of Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| L | P | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | Weight | | Alt. Chute Open | In Crash Area | Time In Water | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 6 | 0 | 7 | A | 2 | 1 | 0 |

## CARD 22

| Time in Reft | | Vertebral Fractures | | | | Eject. Fatal Causes: Pri. | Sec. | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors: 1st Factor | 2nd Factor | 3rd Factor | Located Site | Survivor Left Site | Means of Location | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Time Lapse Last Training: Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | Training Factors | | | | | | | | | | | | | | | | | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 0 | 7 | A | 2 | 2 | 0 |

PERSONNEL 7 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 02 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | No. Personnel To Rescue | No. Personnel Rescued | Rescue Vehicles Back-Up | | Actual Water Temperature | | Actual Air Temperature | | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | | | Model/Type | Model/Type | | | | | Wave Height | Wave Interval | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | J | | | | A | 7 | B | E | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | G | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK F. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | | Time Lapse Alert to Depart. | Departure Delays | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | 0 | 0 | | | E | | | 1 | | | | | | | | | | | | | | | | | 0 | 7 | A | 2 | 3 | 0 |

## CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 0 | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | Rescue Close Out | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | Vehicle | Individual | Close Out Code | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | J | | A | | | | | | | 0 | 7 | A | 2 | 4 | 0 |

PERSONNEL 7 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 38 OF ≤ 2

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | Problems | | | | Condit. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | | | | | During | After | Time Lapse Reach to Rescue | | Time Lapse Mishap to Rescue Completion | | Rescue Recommend | | CARD CODE 73 | | Weight | | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | Functional Reach Nearest 1/4 Inch | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | | | |
| 6 | 8 | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 3 | 0 | 6 | | | 7 | 3 | | | | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | | | Leg Length Nearest 1/4 Inch | | | | | Bideltoid Nearest 1/4 Inch | | | CARD CODE 74 | | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | ORD/LEFT ON FLT BRT CAP | Poor Crew Coordination | Other | Pre-Flight Factors: Faulty Flight Plan | Faulty A/C Pre-Flight | Faulty Prep. Pers. Equip. | Hurried Departure | Delayed Departure | Inadequate Wx. Analysis | Other | Experience Trng. Factors: Inadequate Transition | LIMITED TOTAL EXPERIENCE | LIMIT RECENT EXPERIENCE | FAIL TO USE ACCEPT PROC. | Other | | | | | Person Sequence Number | | Trans. Codes | | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | | | |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 0 | 7 | A | 2 | 5 | 0 | | | | |

CARD 27

| Design Factors: Design of Inst/Controls | Location of Inst/Controls | Failure of Inst/Controls | COCKPIT LIGHTING | Runway Lighting | Lighting Other A/C | PERSONAL EQU INTERFERENCE | WORK SPACE IN. COMPAT. W/MAN | Other | Communication Problems: MISINTERPRET COMM | DISRUPTED COMM | Language Barrier | Noise Interference | Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | DECOMPRESS ION | Vibration | Glare | Smoke Fumes | Heat | Cold | Wind Blast | VISIBILITY RESTRICTIONS: Wx Haze Dark | Icing Window Fog | DUST WIND SMOKE | WX OTHER THAN VISIBILY | Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Motion Sickness | Other Acute Illness | OTH PRE EXIST DISEASE/DEFECT | Get "Momentitis" | Hangover | Sleep Deprivation | FATIGUE, OTHER | Missed Meals | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCINATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | | Trans. Codes | | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 0 | |

PERSONNEL 7 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 39 OF 62

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | | | Instrument Trainer | | | | Time All Models | | | | Time This Model | | | | | | | | | | Number of Carrier → | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Last 6 Months | | Last 12 Months | | Last 6 Months | | Last 12 Months | | Total | | Last 3 Months | | Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Total | Day | Nite | Total Day This Model | | Total Nite This Model | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | Ø |

CARD 16

| P | | | | | | | | File or Serial Number (All Persons) | | | | | | | Name | | | | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | | (b) (6) [redacted] | | | | | | | | | | | | | | | | | 3 | 2 | | | Q | 4 | G | 1 | 6 | 5 | | | |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed | Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed | Special Data | | | Person Sequence Number | Trans. Code | Card Number | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | Ø | | | | | | | | | | | | | | | | | | | | | | | | Ø | 8 | A | 1 | 6 | Ø |

PERSONNEL 8 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 40 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog.at Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | | Weight | | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 3 | 0 | 8 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes | | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors | | | Located Site | Survivor Left Site | Means of Location | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Pri. | Sec. | | | | | | | | | | | | | | | | | | | | | | 1st Factor | 2nd Factor | 3rd Factor | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fetals Time Lapse From: | | | Time Lapse Last Training | | | | Training Factors | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 0 | 8 | A | 2 | 2 | 0 |

PERSONNEL 8 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 41 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | | | Rescue Vehicles Back-Up | | | | Sea Cond. | | | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | No. Personnel To Rescue | No. Personnel Rescued | Model/Type | Model/Type | Actual Water Temperature | Actual Air Temperature | Wave Height | Wave Interval | Gen. Wx. Cond. | Wind Velocity (Knots) | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 0 | 1 | 1 | 1 | 1 | B | B | B | | | | A | 6 | E | J | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | A | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK F. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | | Time Lapse Alert to Depart. | Departure Delays | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | 0 | 0 | | | E | | | 1 | | | | | | | | | | | | | | | | | 0 | 8 | A | 2 | 3 | 0 |

## CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 0 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | |
| | | | | | | | | | | | | | | | | B | | A | | | | | | | 0 | 8 | A | 2 | 4 | 0 | |

PERSONNEL 8 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 42 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's Problems | | | | Survivor's Condit. | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date: Cal. Yr. | Date: Mo. | Date: Day | | | | Type Report | Log Line Number | | Aircraft Number | | | | | | During | After | Time Lapse Reach to Rescue | | Time Lapse Mishap to Rescue Completion | | Rescue Recommend | | CARD CODE 73 | | Weight | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | Functional Reach Nearest 1/4 Inch | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 1 | 0 | 3 | | | 7 | 3 | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | | | Leg Length Nearest 1/4 Inch | | | | | Bideltoid Nearest 1/4 Inch | | | CARD CODE 74 | | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | Supervisory Factors: ORD/LEFT ON FLT BY CAP | Supervisory Factors: Poor Crew Coordination | Supervisory Factors: Other | Pre-Flight Factors: Faulty Flight Plan | Pre-Flight Factors: Faulty A/C Pre-Flight | Pre-Flight Factors: Faulty Prep. Pers. Equip. | Pre-Flight Factors: Hurried Departure | Pre-Flight Factors: Delayed Departure | Pre-Flight Factors: Inadequate Wx. Analysis | Pre-Flight Factors: Other | Experience Trng. Factors: Inadequate Transition | Experience Trng. Factors: LIMITED TOTAL EXPERIENCE | Experience Trng. Factors: LIMIT RECENT EXPERIENCE | Experience Trng. Factors: FAIL TO USE ACCEPT PROC. | Experience Trng. Factors: Other | | | | Person Sequence Number | | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 0 | 8 | A | 2 | 5 | 0 |

## CARD 27

| Design Factors: Design of Inst/Controls | Design Factors: Location of Inst/Controls | Design Factors: Failure of Inst/Controls | Design Factors: COCKPIT LIGHTING | Design Factors: Runway Lighting | Design Factors: Other A/C | Design Factors: PERSONAL EQU INTERFERENCE | Design Factors: WORK SPACE INCOMPAT. W/MAN | Design Factors: Other | Communication Problems: MISINTERPRET COMM | Communication Problems: DISRUPTED COMM | Communication Problems: Language Barrier | Communication Problems: Noise Interference | Communication Problems: Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | Environmental Factors: DECOMPRESSION | Environmental Factors: Vibration | Environmental Factors: Glare | Environmental Factors: Smoke Fumes | Environmental Factors: Heat | Environmental Factors: Cold | Environmental Factors: Wind Blast | Environmental Factors: VISIBILITY RESTRICTIONS: Wx Haze Dark | Environmental Factors: VISIBILITY RESTRICTIONS: Icing Window Fog | Environmental Factors: VISIBILITY RESTRICTIONS: DUST WIND SMOKE | Environmental Factors: VISIBILITY RESTRICTIONS: WX OTHER THAN VISIBILY | Environmental Factors: Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Psycho Physiological Factors: Motion Sickness | Psycho Physiological Factors: Other Acute Illness | Psycho Physiological Factors: OTH PRE EXIST DISEASE/DEFECT | Psycho Physiological Factors: Get "Hamnitis" | Psycho Physiological Factors: Hangover | Psycho Physiological Factors: Sleep Deprivation | Psycho Physiological Factors: FATIGUE | Psycho Physiological Factors: OTHER Missed Meals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCINATIONS | UNCONSCIOUSNESS | DISORIENTATION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS PROB | EXCESSIVE MOTIVATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONFIDENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 0 |

PERSONNEL 8 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 43 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED LOGGED: PUNCHED: VERIFIED:

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | Instrument Trainer | | Time All Models | | | | Time This Model | | | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Number of Carrier → | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | Mo. | | Day | | | Type Report | Log Line Number | | Aircraft Number | | Last 6 Months | Last 12 Months | Last 6 Months | Last 12 Months | Total | | Last 3 Months | | Total | | Last 3 Months | | | | | | | | Total | Day | Nite | Total Day This Model | Total Nite This Model | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | 0 |

CARD 16

| P | | | | | | | | File or Serial Number (All Persons) | | | | | | | Name | | | | | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | | (b) (6) [redacted] | | | | | | | | | | | | | | | | | E1 | | | | Q | 4 | G | 1 | 6 | 5 | | | |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Person Sequence Number | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | 0 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 9 | A | 1 | 6 | 0 |

PERSONNEL 9 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 44 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog. at Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | | Weight | | | Alt. Chute Open | In Crash Area | Time in Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 6 | 0 | 9 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes | | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors | | | Located Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Pri. | Sec. | | | | | | | | | | | | | | | | | | | | | | 1st Factor | 2nd Factor | 3rd Factor | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: | | | Time Lapse Last Training | | | | Training Factors | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 0 | 9 | A | 2 | 2 | 0 |

PERSONNEL 9 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 45 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | No. Personnel To Rescue | No. Personnel Rescued | Rescue Vehicles Back-Up | | Actual Water Temperature | | Actual Air Temperature | | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | | | Model/Type | Model/Type | | | | | Wave Height | Wave Interval | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | B | | | | A | 6 | E | J | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | A | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK F. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | | Time Lapse Alert to Depart. | Departure Delays | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | 0 | 0 | | | E | | | 1 | | | | | | | | | | | | | | | | | 0 | 9 | A | 2 | 3 | 0 |

CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 0 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | B | | A | | | | | | | 0 | 9 | A | 2 | 4 | 0 |

PERSONNEL 9 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 46 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | Problems | | | | Condit. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | | | | | During | After | Time Lapse Reach to Rescue | | Time Lapse Mishap to Rescue Completion | | Rescue Recommend | | CARD CODE 73 | | Weight | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | Functional Reach Nearest 1/4 Inch | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | | | | | | | | |
| 6 | 8 | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 4 | 0 | 6 | | | 7 | 3 | | | | | | | | | | | | | | D | E | J | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | | | Leg Length Nearest 1/4 Inch | | | | | Bideltoid Nearest 1/4 Inch | | | CARD CODE 74 | | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | ORD/LEFT ON FLT BEF CAP | Poor Crew Coordination | Other | Pre-Flight Factors: Faulty Flight Plan | Faulty A/C | Pre-Flight Faulty Prep. | Pers. Equip. | Hurried Departure | Delayed Departure | Inadequate Wx. Analysis | Other | Experience Trng. Factors: Inadequate Transition | LIMITED TOTAL EXPERIENCE | LIMIT RECENT EXPERIENCE | FAIL TO USE ACCEPT PROC. | Other | | | | | Person Sequence Number | | Trans. Codes | | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | | | | | | | | |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 0 | 9 | A | 2 | 5 | 1 | | | | | | | | |

## CARD 27

| Design Factors: Design of Inst/Controls | Location of Inst/Controls | Failure of Inst/Controls | COCKPIT LIGHTING | Runway Lighting | Lighting Other A/C | PERSONAL EQU INTERFERENCE | WORK SPACE IN. COMPAT. W/MAN | Other | Communication Problems: MISINTERPRET COMM | DISRUPTED COMM | Language Barrier | Noise Interference | Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | DECOMPRESS ION | Vibration | Glare | Smoke Fumes | Heat | Cold | Wind Blast | VISIBILITY RESTRICTIONS: Wx Haze Dark | Icing Win dew Fog | DUST WIND SMOKE | WX OTHER THAN VISIBILY | Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Motion Sickness | Other Acute Illness | OTH PRE EXIST DISEASE/DEFECT | Get "Hemoitis" | Hangover | Sleep Deprivation | FATIGUE. OTHER Missed Meals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs. Other | Alcohol | Visual illusions | HALLUCATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self Confidence | LACK OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | | Trans. Codes | | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 1 | |

PERSONNEL 9 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 42 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: RJN REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 1a

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | Instrument Trainer | | Time All Models | | | Time This Model | | | | | | | Number of Carrier → | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | Aircraft Number | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | Mo. | | Day | | | | | | | | Last 6 Months | Last 12 Months | Last 6 Months | Last 12 Months | Total | | Last 3 Months | Total | | Last 3 Months | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Total | Day | Nite | Total Day This Model | Total Nite This Model |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | Name (Instr. Pit. in Other Acft.) | | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | 0 |

## CARD 1b

| P | File or Serial Number (All Persons) | Name | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 – 24 | 25 – 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 – 46 | 47 – 80 |
| P | (b) (6) [redacted] | | 3 | 2 | | | Q | 4 | G | 1 | 6 | 5 |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed Special Data | | | Person Sequence Number | Trans. Code | Card Number | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 – 75 | 76 | 77 | 78 – 80 |
| N | 0 | | | | | | | | | | | | | | | | | | | | | | | 1 0 | A | 1 | 6 0 |

PERSONNEL 10 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 48 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog. at Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 8 | 8 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | | Weight | | | Alt. Chute Open | In Crash Area | Time in Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 4 | 1 | 0 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes | | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors | | | Located Site | Survivor Left Site | Means of Location | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Pri. | Sec. | | | | | | | | | | | | | | | | | | | | | | 1st Factor | 2nd Factor | 3rd Factor | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: | | | Time Lapse Last Training | | | | Training Factors | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 1 | 0 | A | 2 | 2 | 0 |

PERSONNEL 10 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 47 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)  CODED: [signature]  REVIEWED ____  LOGGED: ____  PUNCHED: ____  VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION: Date – Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | CARD CODE 68 | | Time of Day: Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Rescue Vehicle: Location | Duty | Rescue Vehicles: Model/Type | Model/Type | Model/Type | Model/Type | No. Personnel To Rescue | No. Personnel Rescued | Rescue Vehicles Back-Up: Model/Type | Model/Type | Actual Water Temperature | | Actual Air Temperature | | Sea Cond.: Wave Height | Wave Interval | Gen. Wx. Cond. | Wind Velocity (Knots) | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | B | | | | A | 6 | E | J | 8 | Ø | 8 | 4 | C | F | C | 1 | 2 | A | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK F. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | | Time Lapse Alert to Depart. | Departure Delays | | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | Ø | Ø | | | E | | | 1 | | | | | | | | | | | | | | | | | 1 | Ø | A | 2 | 3 | 0 |

## CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute: Prob | Prob | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means: Primary | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems: Vehicle | Individual | Problems | | | | | | Rescue Problems: Vehicle | Individual | Problems | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | Ø | Ø | | | | | Ø | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems: Vehicle | Individual | Problems | | | | | | Rescue Problems: Vehicle | Individual | Problems | | | | | | Rescue Close Out: Vehicle | Individual | Close Out Code | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | B | | A | | | | | | | 1 | Ø | A | 2 | 4 | 0 |

PERSONNEL 10 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 50 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: *[initials]* REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

## CARD 25

| Col. | Field | Entry |
|---|---|---|
| 01 | RECORD IDENTIFICATION – Date – Cal. Yr. | 6 |
| 02 | | 8 |
| 03 | Mo. | Ø |
| 04 | | 5 |
| 05 | Day | 2 |
| 06 | | 5 |
| 07 | Type Report | 1 |
| 08 | Log Line Number | Ø |
| 09 | | 1 |
| 10 | Aircraft Number | Ø |
| 11 | | 1 |
| 12 | Survivor's – Problems | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | Condit. – During | A |
| 17 | Condit. – After | G |
| 18 | Time Lapse Reach to Rescue | Ø |
| 19 | | 2 |
| 20 | Time Lapse Mishap to Rescue Completion | Ø |
| 21 | | 4 |
| 22 | Rescue Recommend | |
| 23 | | |
| 24 | CARD CODE 73 | 7 |
| 25 | | 3 |
| 26 | Weight | |
| 27 | | |
| 28 | | |
| 29 | Height | |
| 30 | | |
| 31 | Age | |
| 32 | | |
| 33 | Sitting Height Nearest 1/4 Inch | |
| 34 | | |
| 35 | | |
| 36 | Trunk Height Nearest 1/4 Inch | |
| 37 | | |
| 38 | | |
| 39 | Functional Reach Nearest 1/4 Inch | |
| 40 | | |
| 41 | | |
| 42 | Buttock Knee Nearest 1/4 Inch | |
| 43 | | |
| 44 | | |
| 45 | Leg Length Nearest 1/4 Inch | |
| 46 | | |
| 47 | | |
| 48 | | |
| 49 | | |
| 50 | Bideltoid Nearest 1/4 Inch | |
| 51 | | |
| 52 | | |
| 53 | CARD CODE 74 | 7 |
| 54 | | 4 |
| 55 | Role of Indiv. in Cause | |
| 56 | Supervisory Factors – Inadequate Briefing | |
| 57 | ORD/LEFT ON PLT BEY CAP | |
| 58 | Poor Crew Coordination | |
| 59 | Other | |
| 60 | Pre-Flight Factors – Faulty Flight Plan | |
| 61 | Faulty A/C Pre-Flight | |
| 62 | Faulty Prep. Pers. Equip. | |
| 63 | Hurried Departure | |
| 64 | Delayed Departure | |
| 65 | Inadequate Wx. Analysis | |
| 66 | Other | |
| 67 | Experience Trng. Factors – Inadequate Transition | |
| 68 | LIMITED TOTAL EXPERIENCE | |
| 69 | LIMIT RECENT EXPERIENCE | |
| 70 | FAIL TO USE ACCEPT PROC. | |
| 71 | Other | |
| 72 | | |
| 73 | | |
| 74 | | |
| 75 | Person Sequence Number | 1 |
| 76 | | Ø |
| 77 | Trans. Codes | A |
| 78 | Card Number | 2 |
| 79 | | 5 |
| 80 | | Ø |

## CARD 27

| Col. | Field | Entry |
|---|---|---|
| 12 | Design Factors – Design of Inst/Controls | |
| 13 | Location of Inst/Controls | |
| 14 | Failure of Inst/Controls | |
| 15 | COCKPIT LIGHTING | |
| 16 | Runway Lighting | |
| 17 | Lighting Other A/C | |
| 18 | PERSONAL EQU INTERFERENCE | |
| 19 | WORK SPACE IN-COMPAT. W/MAN | |
| 20 | Other | |
| 21 | Communication Problems – MISINTERPRET COMM | |
| 22 | DISRUPTED COMM | |
| 23 | Language Barrier | |
| 24 | Noise Interference | |
| 25 | Other | |
| 26 | Environmental Factors – ACCELERATION FOR IN FLIGHT | |
| 27 | DECOMPRESSION | |
| 28 | Vibration | |
| 29 | Glare | |
| 30 | Smoke Fumes | |
| 31 | Heat | |
| 32 | Cold | |
| 33 | Wind Blast | |
| 34 | VISIBILITY RESTRICTIONS – Wx Haze Dust | |
| 35 | Icing Window Fog | |
| 36 | DUST WIND SMOKE | |
| 37 | WX OTHER THAN VISIBILY | |
| 38 | Other | |
| 39 | CARD CODE 75 | 7 |
| 40 | | 5 |
| 41 | Psycho Physiological Factors – Food Poisoning | |
| 42 | Motion Sickness | |
| 43 | Other Acute Illness | |
| 44 | OTH PRE EXIST DISEASE/DEFECT | |
| 45 | Get "Homeitis" | |
| 46 | Hangover | |
| 47 | Sleep Deprivation | |
| 48 | OTHER FATIGUE | |
| 49 | Missed Meals | |
| 50 | Psycho Physiological Factors (cont'd) – DRUGS PRESCR MEDICAL DR. | |
| 51 | Drugs, Other | |
| 52 | Alcohol | |
| 53 | Visual Illusions | |
| 54 | HALLUCATIONS | |
| 55 | UNCONSCIOUSNESS | |
| 56 | DISORIENTATION VERTIGO | |
| 57 | Hypoxia | |
| 58 | Hyper-Ventilation | |
| 59 | Dysbarism | |
| 60 | CO Poisoning | |
| 61 | Boredom | |
| 62 | Inattention | |
| 63 | Channelized Attention | |
| 64 | Distraction | |
| 65 | PREOCCUPATION PERS. PROB. | |
| 66 | EXCESSIVE MOTIVATION TO SUC | |
| 67 | Over Confidence | |
| 68 | Lack of Self-Confidence | |
| 69 | LACK OF CONFIDENCE IN EQUIP | |
| 70 | Apprehension | |
| 71 | Panic | |
| 72 | Other | |
| 73 | | |
| 74 | | |
| 75 | Person Sequence Number | |
| 76 | | |
| 77 | Trans. Codes | |
| 78 | Card Number | 2 |
| 79 | | 7 |
| 80 | | Ø |

PERSONNEL 1Ø OF 14

AIRCRAFT 1 OF 1

CODE SHEET 51 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | Instrument Trainer | | Time All Models | | | | Time This Model | | | | | | | | Number of Carrier → | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | Mo. | | Day | | | Type Report | Log Line Number | | Aircraft Number | | Last 6 Months | Last 12 Months | Last 6 Months | Last 12 Months | Total | | Last 3 Months | | Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Total | Day | Nite | Total Day This Model | Total Nite This Model | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | | | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | 0 |

CARD 16

| P | File or Serial Number (All Persons) | Name | Rank/Rate | Br. of Service | Age | Trs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 13 14 15 16 17 18 19 | 20 21 22 23 24 25 26 | 27 28 29 30 31 32 33 34 35 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 46 | 47 48 49 |
| P | (b) (6) [redacted] | | 4 | 5 | | | 9 | 4 | G | 1 | 6 | 5 |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed Special Data | | | Person Sequence Number | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | 0 | | | | | | | | | | | | | | | | | | | | | | | | 1 1 | | A | 1 | 6 | 0 |

PERSONNEL 11 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 52 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed Special Data | | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topogpt Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | | 1 | 0 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | T |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Altitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | Weight | | Alt. Chute Open | In Crash Area | Time In Water | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 7 | 1 | 1 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes: Pri. | Sec. | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | Water Temperature | Alerting Factors: 1st Factor | 2nd Factor | 3rd Factor | Located Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Time Lapse Last Training: Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | Training Factors | | | | | | | | | | | | | | | | | | | | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 1 | 1 | A | 2 | 2 | 0 | | | |

PERSONNEL 11 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 53 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | Time of Day | | | Rescue Vehicle | | Rescue Vehicles | | | | No. Personnel To Rescue | No. Personnel Rescued | Rescue Vehicles Back-Up | | Actual Water Temperature | Actual Air Temperature | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | Rescue Equip. Used | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | Type Report | Log Line Number | | Aircraft Number | | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | | | Model/Type | Model/Type | | | Wave Height | Wave Interval | | | | | |
| Cal. Yr. | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | J | | | | A | 7 | B | E | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | G | | | | |

| RESCUE TEAM TRAIN'G | COMM EQUIP'T TECH | RETRIEV EQUIP/ TECH | RESCUE TEAM WORK F. | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | Alert Prob | Methods of Alert | Time Lapse Alert to Depart. | Departure Delays | Person Sequence Number | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | D | A | 0 | 0 | | | E | | | | | | | 1 | | | | | | | | | | | | | | | | | 1 | 1 | A | 2 | 3 | 0 |

## CARD 24

| CARD CODE 69 | Time Lapse Alert to Locate | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | Locator Means | | | Prob. Locating | | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | Rescue Problems | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Prob | Prob | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | Vehicle | Individual | Problems | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 0 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | | Person Sequence Number | Trans. Code | Card Number | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | |
| | | | | | | | | | | | | | | | | J | | A | | | | | | | 1 | 1 | A | 2 | 4 | 0 | | | |

PERSONNEL 11 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 54 OF 52

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's Problems | | | | Survivor's Condit. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date: Cal. Yr. | Date: Mo. | Date: Day | Type Report | Log Line Number | Aircraft Number | | | | | | | | | | During | After | Time Lapse Reach to Rescue | Time Lapse Mishap to Rescue Completion | Rescue Recommend | | CARD CODE 73 | | Weight | | | Height | | | Age | | | Sitting Height Nearest 1/4 Inch | | | Trunk Height Nearest 1/4 Inch | | | Functional Reach Nearest 1/4 Inch | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | | | | | | | | |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 5 | 0 | 7 | | | 7 | 3 | | | | | | | | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | Leg Length Nearest 1/4 Inch | | Bideltoid Nearest 1/4 Inch | CARD CODE 74 | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | Supervisory Factors: ORD/LEFT ON FLT BEY CAP | Supervisory Factors: Poor Crew Coordination | Supervisory Factors: Other | Pre-Flight Factors: Faulty Flight Plan | Pre-Flight Factors: Faulty A/C Pre-Flight | Pre-Flight Factors: Faulty Trep. Pers. Equip. | Pre-Flight Factors: Hurried Departure | Pre-Flight Factors: Delayed Departure | Pre-Flight Factors: Inadequate Wx. Analysis | Pre-Flight Factors: Other | Experience Trng. Factors: Inadequate Transition | Experience Trng. Factors: LIMITED TOTAL EXPERIENCE | Experience Trng. Factors: LIMIT RECENT EXPERIENCE | Experience Trng. Factors: FAIL TO USE ACCEPT PROC. | Experience Trng. Factors: Other | | | | Person Sequence Number | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | | | | |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 1 | 1 | A | 2 | 5 | 1 | | | | | |

CARD 27

| Design Factors: Design of Inst/Controls | Design Factors: Location of Inst/Controls | Design Factors: Failure of Inst/Controls | Design Factors: COCKPIT LIGHTING | Design Factors: Runway Lighting | Design Factors: Lighting Other A/C | Design Factors: PERSONAL EQU INTERFERENCE | Design Factors: WORK SPACE IN. COMPAT. W/MAN | Design Factors: Other | Communication Problems: MISINTERPRET COMM | Communication Problems: DISRUPTED COMM | Communication Problems: Language Barrier | Communication Problems: Noise Interference | Communication Problems: Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | Environmental Factors: DECOMPRESS ION | Environmental Factors: Vibration | Environmental Factors: Glare | Environmental Factors: Smoke Fumes | Environmental Factors: Heat | Environmental Factors: Cold | Environmental Factors: Wind Blast | Visibility Restrictions: Wx Haze Dark | Visibility Restrictions: Icing Window Fog | Visibility Restrictions: DUST WIND SMOKE | Environmental Factors: WX OTHER THAN VISIBILY | Environmental Factors: Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Psycho Physiological Factors: Motion Sickness | Psycho Physiological Factors: Other Acute Illness | Psycho Physiological Factors: OTH PHE EXIST DISEASE/DEFECT | Psycho Physiological Factors: Get "Homeitis" | Psycho Physiological Factors: Hangover | Psycho Physiological Factors: Sleep Deprivation | Psycho Physiological Factors: FATIGUE, OTHER Missed Meals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 1 |

PERSONNEL 11 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 55 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | | | Instrument Trainer | | | | Time All Models | | | | Time This Model | | | | | | | | Number of Carrier → | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | | | | | | | | | | | | | | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Total | Day | Nite | Total Day This Model | Total Nite This Model |
| Cal. Yr. | | Mo. | | Day | | | | | | | Last 6 Months | Last 12 Months | | | Last 6 Months | Last 12 Months | | | Total | | Last 3 Months | | Total | | Last 3 Months | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Actf. | | Name (Instr. Plt. in Other Actf.) | | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | 0 |

CARD 16

| P | File or Serial Number (All Persons) | Name | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 20–35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45–46 |
| P | (b) (6) [redacted] | | E5 | | | | Q | 4 | G | 1 | 6 5 |

| Equip 1 | | | | | Equip 2 | | | | | Equip 3 | | | | | Equip 4 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed Special Data | | Person Sequence Number | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54–55 | 56 | 57 | 58 | 59 | 60–61 | 62 | 63 | 64 | 65 | 66–67 | 68 | 69 | 70 | 71 | 72–73 | 74–75 | 76 | 77 | 78 | 79 | 80 |
| N | 0 | | | | | | | | | | | | | | | | | | | 1 2 | A | | 1 | 6 | 0 |

PERSONNEL 12 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 56 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topogat Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 8 | 8 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | | Weight | | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 8 | 1 | 2 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes | | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors | | | Located Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Pri. | Sec. | | | | | | | | | | | | | | | | | | | | | | 1st Factor | 2nd Factor | 3rd Factor | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: | | | Time Lapse Last Training | | | | Training Factors | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 1 | 2 | A | 2 | 2 | 0 |

PERSONNEL 12 OF 14

AIRCRAFT ____ OF ____

CODE SHEET 57 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | | | Rescue Vehicles Back-Up | | | | Sea Cond. | | | | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | Mishap | Rescue Report | Rescue Locate | ACC/AIAAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | No. Personnel To Rescue | No. Personnel Rescued | Model/Type | Model/Type | Actual Water Temperature | Actual Air Temperature | Wave Height | Wave Interval | Gen. Wx. Cond. | Wind Velocity (Knots) | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 6 | 0 | 1 | 1 | 1 | 1 | B | B | B | | | | A | 6 | E | T | 8 | 0 | 8 | 4 | C | F | C | 1 | 2 | A | | | |

| RESCUE TEAM TRAIN'G | COMM EQUIP'T TECH | RETRIEV EQUIP/ TECH | RESCUE TEAM WORK F. | Rescue Site Topography | Est. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | Alert Prob | Methods of Alert | Time Lapse Alert to Depart. | Departure Delays | Person Sequence Number | Trans. Code | Card Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | D | A | 0 | 0 | | | | E | | | | | | 1 | | | | | | | | | | | | | | | | | 1 | 2 | A | 2 | 3 | 0 |

## CARD 24

| CARD CODE 69 | Time Lapse Alert to Locate | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | Locator Means | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Prob | Prob | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | 0 | 0 | | | | | 0 | 3 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | Person Sequence Number | Trans. Code | Card Number | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | B | | A | | | | | | | 1 | 2 | A | 2 | 4 | 0 |

PERSONNEL 12 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 58 OF 62

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's Problems | | | | Survivor's Condit. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date: Cal. Yr. | Date: Mo. | Date: Day | Type Report | Log Line Number | Aircraft Number | | | | | | | | | | During | After | Time Lapse Reach to Rescue | Time Lapse Mishap to Rescue Completion | Rescue Recommend | | CARD CODE 73 | | Weight | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | Functional Reach Nearest 1/4 Inch | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 4 | 0 | 8 | | | 7 | 3 | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | Leg Length Nearest 1/4 Inch | Bidetloid Nearest 1/4 Inch | CARD CODE 74 | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | Supervisory Factors: ORD/LEFT ON FLT BEY CAP | Supervisory Factors: Poor Crew Coordination | Supervisory Factors: Other | Pre-Flight Factors: Faulty Flight Plan | Pre-Flight Factors: Faulty A/C Pre-Flight | Pre-Flight Factors: Faulty Prep. Pers. Equip. | Pre-Flight Factors: Hurried Departure | Pre-Flight Factors: Delayed Departure | Pre-Flight Factors: Inadequate Wx. Analysis | Pre-Flight Factors: Other | Experience Trng. Factors: Inadequate Transition | Experience Trng. Factors: LIMITED TOTAL EXPERIENCE | Experience Trng. Factors: LIMIT RECENT EXPERIENCE | Experience Trng. Factors: FAIL TO USE ACCEPT PROC. | Experience Trng. Factors: Other | | | | Person Sequence Number | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 1 | 2 | A | 2 | 5 | 1 |

## CARD 27

| Design Factors: Design of Inst/Controls | Design Factors: Location of Inst/Controls | Design Factors: Failure of Inst/Controls | Design Factors: COCKPIT LIGHTING | Design Factors: Runway Lighting | Design Factors: Lighting Other A/C | Design Factors: PERSONAL EQU INTERFERENCE | Design Factors: WORK SPACE IN-COMPAT. W/MAN | Design Factors: Other | Communication Problems: MISINTERPRET COMM | Communication Problems: DISRUPTED COMM | Communication Problems: Language Barrier | Communication Problems: Noise Interference | Communication Problems: Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | Environmental Factors: DECOMPRESS ION | Environmental Factors: Vibration | Environmental Factors: Glare | Environmental Factors: Smoke Fumes | Environmental Factors: Heat | Environmental Factors: Cold | Environmental Factors: Wind Blast | Visibility Restrictions: Wx Haze Dark | Visibility Restrictions: Icing Win dow Fog | Visibility Restrictions: DUST WIND SMOKE | Visibility Restrictions: WX OTHER THAN VISIBILY | Environmental Factors: Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Psycho Physiological Factors: Motion Sickness | Psycho Physiological Factors: Other Acute Illness | Psycho Physiological Factors: OTH PRE EXIST DISEASE/DEFECT | Psycho Physiological Factors: Gut "Homolitis" | Psycho Physiological Factors: Hangover | Psycho Physiological Factors: Sleep Deprivation | Psycho Physiological Factors: FATIGUE. | Psycho Physiological Factors: OTHER Missed Meals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCINATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | RECESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self Confidence | LACK OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 1 |

PERSONNEL 12 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 57 OF 62

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | | | Instrument Trainer | | | | Time All Models | | | | Time This Model | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | Last 6 Months | | Last 12 Months | | Last 6 Months | | Last 12 Months | | Total | | Last 3 Months | | Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Number of Carrier → Total | Day | Nite | Total Day This Model | | Total Nite This Model | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | Ø |

CARD 16

| P | | | | | | | | File or Serial Number (All Persons) | | | | | | | Name | | | | | | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | | (b) (6) [redacted] | | | | | | | | | | | | | | | | | B | 5 | | | Q | 4 | G | 1 | 6 | 5 | | | |

| Equip 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Person Sequence Number | | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | Ø | | | | | | | | | | | | | | | | | | | | | | | | 1 | 3 | A | 1 | 6 | Ø |

PERSONNEL 13 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 60 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog. at Mishap |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | T |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems: Prior | | | During | | | Subsequent | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | | Weight | | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 6 | 1 | 3 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes | | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors: 1st Factor | 2nd Factor | 3rd Factor | Located Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: | | | Time Lapse Last Training | | | | Training Factors | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 1 | 3 | A | 2 | 2 | 0 |

PERSONNEL 13 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 61 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | | | Rescue Vehicles Back-Up | | | | Sea Cond. | | Gen. Wx. Cond. | Wind Velocity (Knots) | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | Mishap | Rescue Report Rescue Locate | | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | No. Personnel To Rescue | No. Personnel Rescued | Model/Type | Model/Type | Actual Water Temperature | | Actual Air Temperature | | Wave Height | Wave Interval | | | | | |
| Cal. Yr. | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | Ø | 3 | 2 | 3 | 1 | Ø | 1 | | Ø1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | B | | | | A | 6 | E | J | 8 | Ø | 8 | 4 | C | E | C | 1 | 2 | A | | | |

| RESCUE TEAM TRAIN'G | COMM EQUIP'T TECH | RETRIEV EQUIP/ TECH | RESCUE TEAM WORK F. | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | Alert Prob | Methods of Alert | Time Lapse Alert to Depart. | Departure Delays | Person Sequence Number | Trans. Code | Card Number | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 |
| | | | | D | A | Ø | Ø | | | | E | | | |

| 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | | | | | | | | | | | | | | | | | 1 | 3 | A | 2 | 3 | Ø |

## CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| 8 | 9 | Ø | Ø | | | | | Ø | 3 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | Rescue Close Out | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Close Out Code | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | |
| | | | | | | | | | | | | | | | | B | | A | | | | | | | 1 | 3 | A | 2 | 4 | Ø | | | |

PERSONNEL 13 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 62 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's Problems | | | | Survivor's Condit. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date: Cal. Yr. | Date: Mo. | Date: Day | Type Report | Log Line Number | Aircraft Number | | | | | | | | | | During | After | Time Lapse Reach to Rescue | Time Lapse Mishap to Rescue Completion | Rescue Recommend | | CARD CODE 73 | | Weight | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | Functional Reach Nearest 1/4 Inch | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | | |
| 6 | 8 | 2 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 2 | 3 | 0 | 6 | | | 7 | 3 | | | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | Leg Length Nearest 1/4 Inch | Bideltoid Nearest 1/4 Inch | CARD CODE 74 | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | Supervisory Factors: ORD/LEFT ON PLT BEY CAP | Supervisory Factors: Poor Crew Coordination | Supervisory Factors: Other | Pre-Flight Factors: Faulty Flight Plan | Pre-Flight Factors: Faulty A/C Pre-Flight | Pre-Flight Factors: Faulty Prep. Pers. Equip. | Pre-Flight Factors: Hurried Departure | Pre-Flight Factors: Delayed Departure | Pre-Flight Factors: Inadequate Wx. Analysis | Pre-Flight Factors: Other | Experience Trng. Factors: Inadequate Transition | Experience Trng. Factors: LIMITED TOTAL EXPERIENCE | Experience Trng. Factors: LIMIT RECENT EXPERIENCE | Experience Trng. Factors: FAIL TO USE ACCEPT PROC. | Experience Trng. Factors: Other | Person Sequence Number | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 1 | 3 | A | 2 | 5 | 1 |

## CARD 27

| Design Factors: Design of Inst/Controls | Design Factors: Location of Inst/Controls | Design Factors: Failure of Inst/Controls | Design Factors: COCKPIT LIGHTING | Design Factors: Runway Lighting | Design Factors: Lighting Other A/C | Design Factors: PERSONAL EQU INTERFERENCE | Design Factors: WORK SPACE IN-COMPAT. W/MAN | Design Factors: Other | Communication Problems: MISINTERPRET COMM | Communication Problems: DISRUPTED COMM | Communication Problems: Language Barrier | Communication Problems: Noise Interference | Communication Problems: Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | Environmental Factors: DECOMPRESS ION | Environmental Factors: Vibration | Environmental Factors: Glare | Environmental Factors: Smoke Fumes | Environmental Factors: Heat | Environmental Factors: Cold | Environmental Factors: Wind Blast | Visibility Restrictions: Wx. Haze Dark | Visibility Restrictions: Icing Window Fog | Visibility Restrictions: DUST WIND SMOKE | Visibility Restrictions: WX OTHER THAN VISIBILTY | Environmental Factors: Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Psycho Physiological Factors: Motion Sickness | Psycho Physiological Factors: Other Acute Illness | Psycho Physiological Factors: OTH PRE EXIST DISEASE/DEFECT | Psycho Physiological Factors: Get "Homesick" | Psycho Physiological Factors: Hangover | Psycho Physiological Factors: Sleep Deprivation | Psycho Physiological Factors: FATIGUE, OTHER | Psycho Physiological Factors: Missed Meals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCINATIONS | UNCONSCIOUS NESS | DISORIENTAT ION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOT ATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONF ENCE IN EQUIP | Apprehension | Panic | Other | Person Sequence Number | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | 1 |

PERSONNEL 13 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 63 OF 67

R&DP-20-8(1/68)

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CARD 15

| RECORD IDENTIFICATION | | | | | | | | | | | Emerg. Syst. Train. | | | | Instrument Trainer | | | | Time All Models | | | | Time This Model | | | | | | | | | | Number of Carrier → | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | Last 6 Months | | Last 12 Months | | Last 6 Months | | Last 12 Months | | Total | | Last 3 Months | | Total | | Last 3 Months | | Inst. Hours Last 3 Months | | Nite Hours Last 3 Months | | Total Jet or Helo Time | | Total | Day | Nite | Total Day This Model | | Total Nite This Model | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 6 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Landings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| This Model Day Last 30 Days | | This Model Nite Last 30 Days | | | | This Individual in Acft. | | | Name (Instr. Plt. in Other Acft.) | | | | | | | | | | | | | | | | | | | | Number of Personnel Records | | | | | | | Trans. Code | Card Number | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 5 | 0 |

CARD 16

| P | | | | | | | | File or Serial Number (All Persons) | | | | | | | Name | | | | | | | | | | Rank/Rate | Br. of Service | Age | Yrs. Exper. | Status | Position | Inj. to Indiv. | Abandon A/C | Card Code 65 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| P | | | | | | | | (b) (6) [redacted] | | | | | | | | | | | | | | | | | D | 1 | | | Q | 4 | G | 1 | 6 | 5 | | | |

| Equip 1 | | | | | | Equip 2 | | | | | | Equip 3 | | | | | | Equip 4 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip. | Problem or Condition | Phase Existed Special Data | | | Basic Equip. | Spec. Equip | Problem or Condition | Phase Existed Special Data | | | | Person Sequence Number | | Trans. Code | Card Number | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| N | 0 | | | | | | | | | | | | | | | | | | | | | | | | 1 | 4 | A | 1 | 6 | 0 |

PERSONNEL 14 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 64 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

| RECORD IDENTIFICATION | | | | | | | | | | | Equip 45 | | | | | | Equip 46 | | | | | | Equip 47 | | | | | | Equip 48 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | | Mo. | | Day | | Type Report | Log Line Number | | Aircraft Number | | Basic Equip. | Spec. Equip | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Basic Equip. | Spec. Equip. | Problem or Condition | | Phase Existed | Special Data | Card Code 66 | | ACFT DESCRIPT | MISHAP DESCRIPTOR | Topog.at Mishap |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | 0 | 5 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 6 | D | E | J |

| Type of Egress | Eject. Info. | | | | | | | | Egress Problems | | | | | | | | | Type/Mod. Eject. Seat | | Firing Method Seq. Eject. | Seat Position | Attitude/Maneu. A/C at Exit | Altitude When Ejected | Airspeed | | | Weight | | | Alt. Chute Open | In Crash Area | Time In Water | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Prior | | | During | | | Subsequent | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | Prob | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 7 | 1 | 4 | A | 2 | 1 | 0 |

CARD 22

| Time in Raft | | Vertebral Fractures | | | | Eject. Fatal Causes | | Injury | Combat Zone | | | | | | | | | Card Code 67 | | Wind Velocity in Knots | | Wave Height | Wave Interval in Seconds | Visibility | Air Temperature | | Water Temperature | | Alerting Factors | | | Located Site | Survivor Left Site | Means of Locating | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Pri. | Sec. | | | | | | | | | | | | | | | | | | | | | | 1st Factor | 2nd Factor | 3rd Factor | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | G | 8 | | | | | | | | | 6 | 7 | 1 | 2 | 2 | A | 3 | 8 | 4 | 8 | 0 | E | | | H | | A | D | | |

| Survival Factors | | Fatals Time Lapse From: | | | Time Lapse Last Training | | | | Training Factors | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mishap to Site Locat. | Site Locate to Victim | Mishap to Death | Low Press. Chamber | Eject. Tower | Eject. Seat | Survival | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| R | | | | | P | P | P | P | B | | | | | | | | | | | | | | | | 1 | 4 | A | 2 | 2 | 0 |

PERSONNEL 14 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 65 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 23

| RECORD IDENTIFICATION | | | | | | | | | | | CARD CODE 68 | | Time of Day | | | | Rescue Vehicle | | Rescue Vehicles | | | | | | Rescue Vehicles Back-Up | | | | | | Sea Cond. | | | | | Rescue Equip. Used | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | Type Report | Log Line Number | | Aircraft Number | | | | Mishap | Rescue Report | Rescue Locate | ACC/ABAN | Location | Duty | Model/Type | Model/Type | Model/Type | Model/Type | No. Personnel To Rescue | No. Personnel Rescued | Model/Type | Model/Type | Actual Water Temperature | | Actual Air Temperature | | Wave Height | Wave Interval | Gen. Wx. Cond. | Wind Velocity (Knots) | | | | | | |
| Cal. Yr. | | Mo. | | Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 | 6 | 8 | 1 | 1 | 1 | 1 | B | B | B | | | | A | 6 | E | J | 8 | Ø | 8 | 4 | C | F | C | 1 | 2 | A | | | | |

| RESCUE TEAM TRAIN'G | | COMM EQUIP'T TECH | | RETRIEV EQUIP/ TECH | | RESCUE TEAM WORK P. | | Rescue Site Topography | Res. Vehic. Dist. to Scene | Time Lapse Mishap To Alert | | Alert Prob | | Methods of Alert | | Time Lapse Alert to Depart. | Departure Delays | | | | | | | | | | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | D | A | Ø | Ø | | | | | | 1 | | | | | | | | | | | | | | | | | 1 | 4 | A | 2 | 3 | Ø |

## CARD 24

| CARD CODE 69 | | Time Lapse Alert to Locate | | Prob. Enroute | | Vehicle Failed To Reach Scene | Failure Reason | Time Lapse Locate to Reach | | Locator Means | | | | Prob. Locating | | Survivors Signalling Problems | | | Rescue Problems | | | | | | | | Rescue Problems | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Prob | Prob | | | | | Primary | | | | | | | | | Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 6 | 9 | Ø | Ø | | | | | Ø | 3 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rescue Problems | | | | | | | | Rescue Problems | | | | | | Rescue Close Out | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle | Individual | Problems | | | | | | Vehicle | Individual | Problems | | | | Vehicle | Individual | Close Out Code | | | | | | | | Person Sequence Number | | Trans. Code | Card Number | | | | |
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | B | | A | | | | | | | 1 | 4 | A | 2 | 4 | Ø |

PERSONNEL 14 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 66 OF 67

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

## CARD 25

| RECORD IDENTIFICATION | | | | | | | | | | | Survivor's | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | | | | | | | | Problems | | | | Condit. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cal. Yr. | Mo. | | Day | | Type Report | | Log Line Number | | Aircraft Number | | | | | | During | After | Time Lapse Reach to Rescue | | Time Lapse Mishap to Rescue Completion | | Rescue Recommend | | CARD CODE 73 | | Weight | | Height | | Age | | Sitting Height Nearest 1/4 Inch | | Trunk Height Nearest 1/4 Inch | | Functional Reach Nearest 1/4 Inch | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 6 | 8 | 0 | 3 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | | | | | A | G | 0 | 3 | 0 | 7 | | | 7 | 3 | | | | | | | | | | | | | | | | |

| Buttock Knee Nearest 1/4 Inch | | | Leg Length Nearest 1/4 Inch | | | | | Bideltoid Nearest 1/4 Inch | | | CARD CODE 74 | | Role of Indiv. in Cause | Supervisory Factors: Inadequate Briefing | ORD/LEFT ON FLT BRT CAP | Poor Crew Coordination | Other | Pre-Flight Factors: Faulty Flight Plan | Faulty A/C Pre-Flight | Faulty Prep. Pers. Equip. | Hurried Departure | Delayed Departure | Inadequate Wx. Analysis | Other | Experience Trng. Factors: Inadequate Transition | LIMITED TOTAL EXPERIENCE | LIMIT RECENT EXPERIENCE | FAIL TO USE ACCEPT PROC. | Other | | | | Person Sequence Number | | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | 7 | 4 | | | | | | | | | | | | | | | | | | | | | 1 | 4 | A | 2 | 5 | 0 |

## CARD 27

| Design Factors: Design of Inst/Controls | Location of Inst/Controls | Failure of Inst/Controls | COCKPIT LIGHTING | Runway Lighting | Lighting Other A/C | PERSONAL EQU INTERFERENCE | WORK SPACE IN-COMPAT. W/MAN | Other | Communication Problems: MISINTERPRET COMM | DISRUPTED COMM | Language Barrier | Noise Interference | Other | Environmental Factors: ACCELERATION FOR IN FLIGHT | DECOMPRESSION | Vibration | Glare | Smoke Fumes | Heat | Cold | Wind Blast | VISIBILITY RESTRICTIONS: Wx Haze Dark | Icing Window Fog | DUST WIND SMOKE | WX OTHER THAN VISIBILITY | Other | CARD CODE 75 | | Psycho Physiological Factors: Food Poisoning | Motion Sickness | Other Acute Illness | OTH PRE EXIST DISEASE/DEFECT | Get "Hemeitis" | Hangover | Sleep Deprivation | FATIGUE, OTHER | Missed Meals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 5 | | | | | | | | | | |

| Psycho Physiological Factors (cont'd): DRUGS PRESCR MEDICAL DR. | Drugs, Other | Alcohol | Visual Illusions | HALLUCATIONS | UNCONSCIOUSNESS | DISORIENTATION VERTIGO | Hypoxia | Hyper-Ventilation | Dysbarism | CO Poisoning | Boredom | Inattention | Channelized Attention | Distraction | PREOCCUPATIN PERS. PROB. | EXCESSIVE MOTIVATION TO SUC | Over Confidence | Lack of Self-Confidence | LACK OF CONFIDENCE IN EQUIP | Apprehension | Panic | Other | | | Person Sequence Number | | Trans. Codes | Card Number | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 4 | A | 2 | 7 | 0 |

PERSONNEL 14 OF 14

AIRCRAFT 1 OF 1

CODE SHEET 67 OF 67

REQUEST FOR DELETION OF RECORD
OR CODING MODIFICATION FORM

FROM: Records DEPT. DATE 10-31-68

TO: (1) CODING SECT Chin Red - SR
(2) REC. CONT. BRANCH OS 11-12
(3) ADPE DIV DP 12 NOV 1968
(4) REC. CONT. BRANCH _____

TRANSACTION CODES

D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).

M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq. No. field, if field to be modified is in the Gen. Data Sect. of the Master Record. Otherwise use Person Seq. No. for the individual for which the change is to be made. These changes must be in Person Seq. No. order.

| IDENTIFICATION NO. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| YEAR | | MONTH | | DAY | | TYPE REPT | LOG NUMBER | | AIRCRAFT NUMBER | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 |

CH 46 A (b) (6) [redacted] (VN)

| | FIELD NAME | CARD NUMBER | CARD COL. OF FLD. START ADD. | FIELD'S STARTING ADDRESS | | | | PERSON SEQ. NUMBER | | FIELD LENGTH | | DATA TO BE INSERTED (LEFT JUSTIFIED) | | | | | | | | | | TAPE REC DIV. NO. | | TRANS. CODE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | | | |
| 1 | Cont Causes | Ø4 | 22 | Ø | 2 | 1 | 9 | Ø | Ø | Ø | 2 | 2 | 1 | | | | | | | | | | | |
| | | | | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | | | |
| 2 | 1st Other Pers | Ø4 | 36 | Ø | 2 | 3 | 3 | Ø | Ø | Ø | 2 | A | S | | | | | | | | | | | |
| | | | | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 77 |
| 3 | Source | Ø1 | 12 | Ø | Ø | 1 | 2 | Ø | Ø | Ø | 1 | 1 | | | | | | | | | | Ø | 1 | M |

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV. may be shown on a single CHANGE REQUEST form.

(b) (6) [redacted]

REQUEST FOR DELETION OF RECORD
OR CODING MODIFICATION FORM

FROM: Records DEPT. DATE 12-30-68

TO: (1) CODING SECT Chin Blue-Jay
(2) REC. CONT. BRANCH rdb 4-16-69
(3) ADPE DIV pd 23 APR 1969
(4) REC. CONT. BRANCH _____

TRANSACTION CODES

D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).

M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq. No. field, if field to be modified is in the Gen. Data Sect. of the Master Record. Otherwise use Person Seq. No. for the individual for which the change is to be made. These changes must be in Person Seq. No. order.

| IDENTIFICATION NO. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| YEAR | | MONTH | | DAY | | TYPE REPT | LOG NUMBER | | AIRCRAFT NUMBER | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 |

CH-46A

(b) (6) [redacted]

| | FIELD NAME | CARD NUMBER | CARD COL. OF FLD. START ADD. | FIELD'S STARTING ADDRESS | | | | PERSON SEQ. NUMBER | | FIELD LENGTH | | DATA TO BE INSERTED (LEFT JUSTIFIED) | | | | | | | | | | TAPE REC DIV. NO. | | TRANS. CODE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | | | |
| 1 | Pci Cause | Ø6 | 29 | Ø | 2 | 8 | 4 | Ø | Ø | Ø | 7 | 1 | - | - | - | - | X | E | | | | | | |
| | | | | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | | | |
| 2 | Fill or Serial Number (Int. Pt.) | 14 | 55 | Ø | 7 | 1 | 5 | Ø | Ø | Ø | 7 | U | N | K | N | Ø | W | N | | | | | | |
| | | | | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 77 |
| 3 | Branch Service | 14 | 63 | Ø | 8 | Ø | 3 | Ø | Ø | Ø | 5 | A | | | 2 | D | | | | | | Ø | 1 | M |

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV. may be shown on a single CHANGE REQUEST form.

(b) (6) [redacted]

ORIGINATORS SIGNATURE

REQUEST FOR DELETION OF RECORD
OR CODING MODIFICATION FORM

FROM: R-DP DEPT.

DATE 12-30-68

TO: (1) CODING SECT ATB ch
(2) REC. CONT. BRANCH
(3) ADPE DIV pd 23 APR 1969
(4) REC. CONT. BRANCH

TRANSACTION CODES

D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).

M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq. No. field, if field to be modified is in the Gen. Data Sect. of the Master Record. Otherwise use Person Seq. No. for the individual for which the change is to be made. These changes must be in Person Seq. No. order.

| IDENTIFICATION NO. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| YEAR | | MONTH | | DAY | | TYPE REPT | LOG NUMBER | | AIRCRAFT NUMBER | |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 6 | 8 | Ø | 5 | 2 | 5 | 1 | Ø | 1 | Ø | 1 |

| | FIELD NAME | CARD NUMBER | CARD COL. OF FLD. START ADD. | FIELD'S STARTING ADDRESS | | | | PERSON SEQ. NUMBER | | FIELD LENGTH | | DATA TO BE INSERTED (LEFT JUSTIFIED) | | | | | | | | | | TAPE REC DIV. NO. | | TRANS. CODE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | | | |
| 1 | NAME (INSTR. PLT.) | 15 | 50 | Ø | 8 | 4 | 4 | Ø | Ø | Ø | 7 | U | N | K | N | O | W | N | | | | | | |
| | | | | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 77 |
| 3 | | | | | | | | | | | | | | | | | | | | | | Ø | 1 | M |

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV. may be shown on a single CHANGE REQUEST form.

(b) (6) [redacted]

ORIGINATORS SIGNATURE

R&DP-20-16(1/68)

| I.D. Number | 68 | 05 | 25 | 1 | 01 | 1 | N N N | 1 | 2Ø | A |
|---|---|---|---|---|---|---|---|---|---|---|
| | Yr. | Mo. | Day | Typ | Log | Typ Brief | Main File I.D. | Cl. | Orig. Use | Tot Cds | Trans Code |

Common Faults to All Cards

CLASS CODE
1 - Non-Class
2 - Conf

TYPE BRIEFS
CODES
1 - GEN. MISHAP
2 - BIO-MED
3 - SAF-SURV
4 - PSYCHO

CARD NO. CODED REVIEWED SR LEY PUNCHED VERIFIED

WHILE RENDEZVOUSING WITH FLT LEADER THE PLT NOTED A 1
5% TORQUE SPLIT & ALSO THAT HE WAS UNABLE TO BEEP #1
ENG. SINCE NO DIFFICULTY IN MAINTAINING NORMAL FLT WA
S NOTED, THE PLT ELECTED TO CONTINUE TO SHIP. AFTER F
LYING FOR SOME DISTANCE, THE PLT NOTED A DECREASE IN
POWER & INSTRUCTED THE CREW CHIEF TO OPERATE THE ACTU
ATOR MANUALLY. THIS RESULTED IN AN INCREASE IN POWER,
BUT THE TORQUE SPLIT REMAINED. AT THIS POINT THE ACF
T WAS 3 MILES FROM THE SHIP WITH 7C' ALT & 6Ø KTS. TH
E PLT COULD NOT MAINTAIN ALT AFTER DUMPING FUEL. AT T
HE 9Ø DEG POSITION WITH 2C' ALT & 6Ø KTS, ALL POWER W
AS LOST ON #1 ENG. THE PLT MADE AN EMERGENCY LANDING
ON THE WATER. AFTER TAXIING FOR A SHORT PERIOD OF TIM
E, THE RESCUE HATCH IN THE CENTER OF THE ACFT RUPTURE
D. THE PLT SECURED #2 ENG & ROTOR SYSTEM & THE CREW E
XITED THE ACFT. PRI CAUSE PLT-FAILED TO INITIATE A P
RECAUTIONARY LANDING UPON ENCOUNTERING A MECHANICAL M
~~UNDET ENG COMPONENT. CONTRIBUTING PLT-FAILED TO INI~~
~~ALFUNCTION. CONTRIBUTING, MATERIAL FAILURE/MAL OF AN~~
~~TIATE A PRECAUTIONARY LANDING UPON ENCOUNTERING A MEC~~
~~UNDET ENG COMPONENT & SUPERVISORY-FLT LEADER. POSS CA~~
~~HANICAL MALFUNCTION. POSS CAUSE-MATERIAL FAILURE/MAL~~
~~OF ENG CONDITION ACTUATOR.~~ NDITION ACTUATOR.

R&DP-20-16(1/68)

| I.D. Number | Yr. | Mo. | Day | Typ | Log | Typ Brief | Nar File I.D. | Cl. | Orig. Use | Tot-Cds | Trans. Code |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 68 | 05 | 25 | 1 | 01 | 2 | N N N | 1 | | 06 | A |

Common Fields to All Cards

CLASS CODE
1 - Non-Class
2 - Conf.

TYPE BRIEFS
CODES
1 - GEN. MISHAP
2 - BIO-MED
3 - SAF-SURV
4 - PSYCHO

CARD NO. 11 12 CODED _____ REVIEWED _____ KEY PUNCHED _____ VERIFIED _____

| Card | Text |
|---|---|
| 01 | ACFT DITCHED DUE TO ENG MALFUNCTION → ALL 14 OCCUPANTS |
| 02 | ESCAPED WITHOUT INJ. THERE WAS HOWEVER A SHORTAGE OF |
| 03 | LIFE VEST & SEVERAL OF THE CREW GAVE UP THEIR LIFE VE |
| 04 | ST TO PROTECT THE PASSENGERS. THE PLTS DECISION TO CO |
| 05 | NTINUE FLT WITH PRIOR INDICATIONS OF ENG PROBLEM MAY |
| 06 | HAVE CONTRIBUTED TO THE LOSS OF THE ACFT. |
| 07 | |
| 08 | |
| 09 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |

11 12 CARD NO.

| I.D. Number | 1 2 Yr. | 3 4 Mo. | 5 6 Day | 7 Typ | 8 9 Log | 10 Typ Brief | 13 14 15 Narr File I.D. | 69 C.L. | 70 71 72 73 Orig. Use | 75 76 Tot-Cds | 77 78 Trans. Code |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6 8 | 0 5 | 2 5 | 1 | 0 1 | 3 | N N N | 1 | 4 | 1 1 | A |

Common Fields to All Cards

CLASS CODE
1 - Non-Class
2 - Conf.

TYPE BRIEFS
CODES
1 - GEN. MISHAP
2 - BIO-MED
3 - SAF-SURV
4 - PSYCHO

CARD NO. CODED R.W.P. REVIEWED _____ KEY PUNCHED _____ VERIFIED _____

| Card | Text |
|---|---|
| 01 | CONTROLLED DITCHING AT SEA. 14 OCCUPANTS OF HELO. PLT |
| 02 | KEPT HELO LEVEL ON WATER BY KEEPING HIS ONE GOOD ENG |
| 03 | INE TURNING UNTIL 10 PASSENGERS & ONE CRMN EXITED. HE |
| 04 | THEW CUT THE ENGINE & HE, THE CO-PLT & OTHER CRMN EX |
| 05 | ITED WITHOUT DIFFICULTY. THROUGH AN OVERSIGHT THERE W |
| 06 | ERE ONLY 11 LIFE VESTS ON BOARD. THE PLT, CO-PLT & ON |
| 07 | E CRMN GAVE THEIR LIFE VESTS TO THE 3 PASSENGERS WHO |
| 08 | WERE WITHOUT THEM. ALL WERE EXPEDITIOUSLY RESCUED BY |
| 09 | HELOS & A SMALL BOAT FROM A NEARBY SHIP. RECM EMPHASI |
| 10 | S ON PROPER & ADEQUATE SURVIVAL EQUIP FOR ALL OCCUPAN |
| 11 | TS OF ANY FLT. |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |

CARD NO.

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

113A/tr
Ser 1774
9 Dec 1968

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center
To: Commanding Officer, Marine Medium Helicopter Squadron ONE SIX FOUR

Subj: HMM-164 AAR ser 10-68A concerning CH-46A BuNo 150933 accident occurring 25 May 1968, pilot (b) (6) [redacted]

1. The subject report and all endorsements have been reviewed. Concur with the comments and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.

2. The cause factors contributing to this accident have been recorded as follows:

a. MATERIAL FAILURE (undetermined engine component).

b. OTHER PERSONNEL (supervisory--flight leader--failed to have wingman land and ascertain exact cause of engine malfunction).

*c. PILOT (failed to initiate a precautionary landing when a mechanical malfunction was observed).

*Primary

(b) (6) [redacted]

By direction

Copy to:
CMC (AAP)
NAVAIRSYSCOMHQ (AIR 09E) (2)
COMNAVAIRPAC
CGFMFPAC
CGNINTHMAB
CGTHIRDMAF
CO MAG-15
NAVPRO MORTON
CO NAVAIRDEVCEN

FOR OFFICIAL USE ONLY

P-8 (11-67)

## DEPARTMENTAL COMMENTS FOR "CLOSE OUT" LETTER ON ORIGINAL REVIEW

NOTE:
1. Negative report is required.
2. Positive comments will be in a format suitable for inclusion in the "close out" letter.
3. Attach additional sheets if more space is required.

---

M&M DEPARTMENT:

INITIAL/CODE

---

AERO-MED DEPARTMENT:

INITIAL/CODE

R&DP-7 (11-67)

## COMPLETION SHEET

| Action to: Correction to: | Action Required | Completed Code/Date |
|---|---|---|
| 3750-T | | / |
| DIR | | / |
| Misc Items for Action or Correction | | |

| To Code | From Code/Date | | |
|---|---|---|---|
| | / | 2 advanced copies recd 7-24-68<br>Hard coded 8-1-68 mh/bgm | / |
| | 511 / 10/29/68 | ORIGINAL REC'D es | / |
| | / | note: 10/31/68<br>Flt leader's name not given - but error is assigned to a flt leader - | / |
| | / | (b) (6) [redacted] | / |
| | 9 DEC 1969 | CLOSED | / |

R&DP-27(4/68)

UNIT HMM-164
MODEL CH46A
BUNO 151933

AAR REVIEW ROUTING SHEET

ADVANCE ROUTING

| PRI | DEPT | DATE IN | DATE OUT | INIT | INTER-DEPT ROUTING: |
|---|---|---|---|---|---|
| | M&M | | 11.20 | O | |
| | AERO-MED | 11/12 | 11/13/68 | SRP | |

DEPARTMENT REPRESENTATIVES INITIALS FOR RECEIPT OF REPORTS:
REMARKS:

ORIGINAL ROUTING

DEADLINE DATE OUT OF NAVAVNSAFECEN 1 DEC 1968
EXTENSIONS

| DEPT | DATE IN | DEPT DEADLINE | DATE OUT | INIT | INTER-DEPT ROUTING |
|---|---|---|---|---|---|
| AOA | 22Nov68 | | 29Nov68 | kgg | |

NAVAVNSAFECEN ENDORSEMENT ROUTING

| PRI | DEPT | DATE IN | DATE OUT | INIT |
|---|---|---|---|---|
| 1 | R&DP | | | |
| 2 | M&M | | | |
| 3 | ADMIN | | | |

JZ 12-30-68

ROUTING AFTER CLOSE-OUT

| DEPT | DATE IN | DATE OUT | INIT | INTER-DEPT ROUTING |
|---|---|---|---|---|
| AERO-MED | | | | |

NOTES: 1. No person other than those assigned to the Records Control Branch will remove any part of this document from the folder.

2. Departments will be fully responsible and accountable for documents in their custody until checked back into Records Control Branch.

3. Any department desiring to retain this report longer than five (5) working days must notify Records Control Branch of their need for extension.

3750 7528
80/ OCT 1 4 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

FIFTH ENDORSEMENT on HMM-164 AAR ser 10-68A concerning CH-46A
BuNo 150933 accident occurring 25 May 1968, pilot (b) (6)

From: Commander Naval Air Force, U. S. Pacific Fleet
To: Commander, Naval Safety Center

Subj: HMM-164 AAR ser 10-68A

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board, as modified by the remarks contained in subsequent endorsements and in particular the cause factors discussed in the fourth endorsement.

2. COMNAVAIRPAC has recorded the cause of this accident to be pilot judgment with material failure as a contributing cause.

(b) (6)

Force Aviation Safety Officer

Copy to:
NAVAIRSYSCOMHQ
CMC (CODE AAP)
CG III MAF
CO MAG FIFTEEN
NAVPLANTREPO MORTON
NAVPLANTREPO WEST LYNN, MASS
CG 9TH MAB
CO MARMEDHELRON ONE SIX FOUR
CO SPECIAL LANDING FORCE B, FMF 7TH
COMNAVAVNDELCEN

ORIGINAL

30/ks
3750
24 SEP 1968

FOURTH ENDORSEMENT on HMM-164 accident, serial 10-68A, concerning CH-46A, BuNo 150933, of 25 May 1968, pilot (b) (6) [redacted]

From: Commanding General, Fleet Marine Force, Pacific
To: Commander, U. S. Naval Aviation Safety Center
Via: Commander, Naval Air Forces, Pacific

Subj: HMM-164, AAR serial 10-68A; forwarding of

1. Forwarded, concurring with the conclusions and recommendations of the Board and subsequent endorsers subject to the following.

2. Concur with cause factors of material failure and pilot judgement; however, the primary cause of the accident should be assigned to pilot judgement with secondary cause, material failure. Had the pilot taken proper steps to establish the actual cause of the engine problems during the initial indications of engine malfunction, while ample power for flight and safe landing existed, the accident would not have occurred.

3. Supervisory error on the part of the flight leader is deemed to exist in that he did not require his wingman to land and ascertain exact cause of engine malfunction prior to attempting a long over water flight.

4. Section C., Personnel Data, items 14, 15 and 16 are completed improperly on both pages 1 and 1a. It appears that the 12 hours indicated for the pilot is HAC time rather than time in model.

5. It is noted that the pilot failed to include his opinions on how the accident could have been prevented in his statement.

(b) (6) [redacted]

By direction

Distribution:
NAVSAFCEN (2)
NAVAIRSYSCOMHQ
CMC (CODE AAP)
COMNAVAIRPAC
COMNAVAVNDELCEN
CG 9th MAB
CTG 79.5
CG III MAF
MAG-15
HMM-164
NAVPLANTREPO MORTON
NAVPLANTREPO WESTLYNN
FILE

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

5633

12/FRS/lws
3750

SEP 1 7 1968

THIRD ENDORSEMENT on HMM-164 accident, serial 10-68A, concerning CH-46A BUNO 150933, of 25 May 1968, pilot (b) (6)

From: Commanding General, 9th Marine Amphibious Brigade, FMF
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Commanding General, Fleet Marine Force, Pacific
(2) Commander, Naval Air Forces, Pacific

Subj: HMM-164, AAR serial 10-68A; forwarding of

1. Forwarded, concurring with the conclusions and recommendations of the board and subsequent endorser, subject to the following comments.

2. It is noted that "pilot error in technique/judgement was not listed as a factor in Section B, page 1 of OPNAV form 3750-1A, even though the board concluded that the pilots judgement might have been faulty in deciding to return to the ship. It is considered that the pilot demonstrated a lack of judgement by not diverting to a suitable landing base upon the first indication of a power loss while orbiting as the flight leader made stops at other pads. Also, once committed, in addition to dumping fuel the pilot failed to jettison all loose equipment and cargo to assist in maintaining altitude.

James A. Etheridge

JAMES A. ETHERIDGE
Chief of Staff

Distribution:
NAVSAFCEN (2)
NAVAIRSYSCOMHQ
CMC (CODE AAP)
COMNAVAIRPAC
COMNAVAVNDEPCEN
CG, FMFPAC
CTG 79.5
CG, III MAF
MAG-15
HMM-164
NAVPLANTREPO, NORTON, PA
NAVPLANTREPO, WESTLYNN, MASS
FILE.

59107

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

WAB/CFM/dlb
3750
16 August 1968

SECOND ENDORSEMENT on HMM-164 accident, serial 10-68A, concerning CH-46A BUNO 150933, of May 1968, pilot (b) (6)

From: Commander, Task Group 79.5
To: Commander, US Naval Aviation Safety Center
Via: Commanding General, 9th Marine Amphibious Brigade
Commanding General, Fleet Marine Force, Pacific
Commander, Naval Air Forces, Pacific

Subj: HMM-164 serial 10-68A; forwarding of

1. Forwarded. This report was received on 13 August 1968.

W. A. BUTCHER

Copy to:
CNC (Code AAP)
CG III MAF
CO MAG-15
CO HMM-164
NAVPLANT REPO, NORTON, PA
NAVPLANT REPO, WEST LYNN, MASS

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

CO:RFR:drm
3750
28 June 1968

FIRST ENDORSEMENT on HMM-164 accident, serial 10-68A, concerning CH-46A BUNO 150933, of 25 May 1968, pilot (b) (6)

From: Commanding Officer, Marine Medium Helicopter Squadron 164
To: Commander, U. S. Naval Aviation Safety Center
Via: Commander, Task Group 79.5
Commanding General, 9th Marine Amphibious Brigade,
Commanding General, Fleet Marine Forces Pacific
Commander, Naval Air Forces, Pacific

Subj: HMM-164 serial 10-68A; forwarding of

Ref: (a) OPNAVINST 3750.6F

1. Concur in the conclusions and recommendations of the Aircraft Accident Board.

2. It is noted that the pilots missed a warning signal that a second engine problem might be developing when, after thirty miles of flight, it became necessary to increase power to maintain level flight. Here, again, the pilots might have re-evaluated the situation and diverted their flight to the nearest suitable landing site to investigate the problem.

3. In regard to the Aircraft Accident Board's first recommendation, the Squadron NATOPS Officer and the Squadron Safety Officer will persue a training program for squadron pilots which will re-emphasize CH-46 emergency procedures.

4. The Squadron NATOPS Officer has submitted a written request/suggestion for a more thorough development of the engine condition actuator failure write-up in the NATOPS manual.

5. Pilot training periods, as well as pre-flight briefings, will re-emphasize pilot responsibilities toward passengers and crew aboard transport helicopters. Additionally, a copy of OPNAVINST 3710.7D will be placed on the pilots' "Read and Initial Board" for ready reference.

R. F. Rick
R. F. RICK

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED In accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective upon receipt

OPNAV REPORT 3750-1

## PART 1 GENERAL

### SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: CO, HMM-164
2. SERIAL NO.: 10-68A
3. DTG (LOCAL) OF MISHAP: 251832H MAY68
4. MODEL AIRCRAFT: CH-46A
5. BUREAU NUMBER: 150933
6. TO: Commander, Naval Aviation Safety Center
9. LOCATION OF MISHAP: 107°27.3E 16°55.5N
10. DAMAGE: ALFA
7. VIA: (1) CO HMM-164 (2) CTG 79.5 (3) CG 9TH MAB (4) CG FMFPAC (5) COMNAVAIRPAC
8.
11. TIME OF DAY: 1832H
12. TIME IN FLIGHT: 4.6
13. FLIGHT CODE: IRO
14. CLEARED FROM: Danang RVN TO: LPH-8
15. TYPE CLEARANCE: VFR
16. AIRSPEED: 65-70
17. A/C WEIGHT: 19,000
18. BRIEF DESCRIPTION OF MISHAP: Aircraft sank in water after engine failure
19. ELEVATION AT TIME OF MISHAP: S.L. TERRAIN
20. LIST MODEL BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)

### SECTION B. CONTRIBUTING FACTORS

| ✓ | FACTOR | ✓ | FACTOR | ✓ | FACTOR |
|---|---|---|---|---|---|
| | 1. PILOT ERROR IN TECHNIQUE/JUDGMENT | | 9. SERVICING PERSONNEL | | 17. WEATHER |
| | 2. PILOT DEVIATION FROM NATOPS PROCEDURES | | 10. LANDING SIGNAL OFFICER | | 18. DESIGN AIRCRAFT |
| | 3. PILOT INCORRECT OPERATION OF A/C SYSTEM | | 11. OTHER PERSONNEL (Specify) | | 19. DESIGN CREW EQUIPMENT |
| | 4. PILOT OTHER (Specify) | | 12. ADMINISTRATIVE | | 20. DESIGN OTHER (Specify) |
| | 5. CREW | | 13. FACILITIES-RUNWAY, OVERRUN TAXIWAY FLIGHT DECK | | 21. ROLLING/PITCHING DECK ROUGH SEAS |
| | 6. MAINTENANCE PERSONNEL | | 14. FACILITIES-NAV AIDS, LANDING AIDS (GCA, CCA, ILS, MIRROR) | X | 22. MATERIAL FAILURE/MALFUNCTION |
| | 7. MAINTENANCE SUPERVISORY PERSONNEL | | 15. FACILITIES-CATAPULT, ARRESTING GEAR (Ship or field) | | 23. UNDETERMINED |
| | 8. SUPERVISORY OTHER (Specify) | | 16. FACILITIES OTHER (Specify) | | 24. OTHER (Specify) |

### SECTION C. PERSONNEL DATA

| 1. NAME (Last, first, & middle initial) | 2. RANK/RATE | 3. FILE SERVICE NO. | 4. DESIG. NATOPS | 5. BRANCH OF SERVICE | 6. AGE | 7. YEARS ACT. SER. | 8. SQUADRON | 9. POSITION | 10. DUTY CODE |
|---|---|---|---|---|---|---|---|---|---|
| PILOT (at controls at time of mishap) (b) (6) [redacted] | 1stLt | (b) (6) [redacted] | | USMCR | (b) (6) [redacted] | 1 yr | Pilot | Cockpit | Golf |
| CO-PILOT (Identify & submit separate page) (b) (6) [redacted] | 1stLt | (b) (6) [redacted] | | USMCR | [redacted] | 1 yr | Co Pilot | Cockpit | Golf |

### PILOT EXPERIENCE IN HOURS

| ITEM | | | ITEM | | |
|---|---|---|---|---|---|
| 11. ALL MODELS | | 806 | 17. CV LANDINGS DAY/NIGHT | ALL | 42 / 6 |
| | | | | IN MODEL | 42 / 6 |
| 12. ALL MODELS IN LAST 12 MONTHS | | 565 | 18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT | ALL | 0 / 0 |
| | | | | IN MODEL | 0 / 0 |
| 13. ALL MODELS IN LAST 3 MONTHS | | 223 | 19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED | ALL | 7 / 6 |
| | | | | IN MODEL | 7 / 6 |
| 14. ALL SERIES THIS MODEL | A/C | 332 ~~32~~ | 20. NIGHT HOURS LAST 3 MONTHS | ALL | 11 / |
| | OFT/CPT | NA / NA | | IN MODEL | 11 / |
| 15. ALL SERIES THIS MODEL LAST 12 MONTHS | A/C | 332 ~~32~~ | 21. TOTAL HOURS IN JETS (If jet mishap) HELOS (If helo mishap) | | 330 |
| | OFT/CPT | NA / NA | | | |
| 16. ALL SERIES THIS MODEL LAST 3 MONTHS | A/C | 12 | 22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL | DATE | 24May68 |
| | OFT/CPT | NA / NA | | DURATION | 6.5 |
| 23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK | | 17May68/Qual | 24. TYPE INSTRUMENT CARD | | STANDARD |

### OTHER PERS.

| 25. NAME (Last, first, & middle initial) | 26. SEX | 27. RANK/RATE | 28. BRANCH OF SERVICE | 29. FILE SERVICE NO. | 30. SQUAD | 31. FLIGHT | 32. SQUAD | 33. POSITION |
|---|---|---|---|---|---|---|---|---|
| (b) (6) [redacted] | | Cpl | USMC | (b) (6) [redacted] | HMM-164 | Golf | C/C | Cabin |
| | | Sgt | USMC | | HMM-164 | Golf | A/G | Cabin |

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OPNAV REPORT 3750-1

## PART 1 GENERAL

**SECTION A. IDENTIFICATION**

| 1. AIRCRAFT ACCIDENT BOARD APPOINTED BY * | 2. SERIAL NO. * | 3. DTG (LOCAL) OF MISHAP * | 4. MODEL AIRCRAFT * | 5. BUREAU NUMBER * |
|---|---|---|---|---|
| 00 HMM-164 | 10-68A | 251832H MAY 68 | CH-46A | 150933 |

| 6. * | 9. LOCATION OF MISHAP * | 10. DAMAGE * |
|---|---|---|
| TO: Commander, Naval Aviation Safety Center | | |

| 7. VIA: * | 8. * | 11. TIME OF DAY * | 12. TIME IN FLIGHT * | 13. FLIGHT CODE * |
|---|---|---|---|---|
| | | 14. CLEARED FROM: | TO: | |
| | | 15. TYPE CLEARANCE * | 16. AIRSPEED | 17. A/C WEIGHT |

| 18. BRIEF DESCRIPTION OF MISHAP * | 19. ELEVATION AT TIME OF MISHAP S.L. TERRAIN |
|---|---|

20. LIST MODEL BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) *

**SECTION B. CONTRIBUTING FACTORS**

| ✓ | FACTOR | ✓ | FACTOR | ✓ | FACTOR |
|---|---|---|---|---|---|
| | 1. PILOT ERROR IN TECHNIQUE/JUDGMENT | | 9. SERVICING PERSONNEL | | 17. WEATHER |
| | 2. PILOT DEVIATION FROM NATOPS PROCEDURES | | 10. LANDING SIGNAL OFFICER | | 18. DESIGN AIRCRAFT |
| | 3. PILOT INCORRECT OPERATION OF A/C SYSTEM | | 11. OTHER PERSONNEL (Specify) | | 19. DESIGN CREW EQUIPMENT |
| | 4. PILOT OTHER (Specify) | | 12. ADMINISTRATIVE | | 20. DESIGN OTHER (Specify) |
| | 5. CREW | | 13. FACILITIES-RUNWAY, OVERRUN TAXIWAY FLIGHT DECK | | 21. ROLLING/PITCHING DECK ROUGH SEAS |
| | 6. MAINTENANCE PERSONNEL | | 14. FACILITIES-NAV AIDS, LANDING AIDS (GCA, CCA, ILS, MIRROR) | X | 22. MATERIAL FAILURE/MALFUNCTION |
| | 7. MAINTENANCE SUPERVISORY PERSONNEL | | 15. FACILITIES-CATAPULT, ARRESTING GEAR (Ship or field) | | 23. UNDETERMINED |
| | 8. SUPERVISORY OTHER (Specify) | | 16. FACILITIES OTHER (Specify) | | 24. OTHER (Specify) |

| 1. NAME (Last, first, & middle initial) * | 2. NAME/RATE | 3. FILE SERVICE NO. | 4. DESIGNATOR | 5. BRANCH OF SERVICE | 6. AGE | 7. YEARS EXP. DNA | 8. BILLET | 9. POSITION | 10. [illegible] CODE |
|---|---|---|---|---|---|---|---|---|---|
| PILOT (at controls at time of mishap) | | | | | | | | | |
| CO-PILOT (identify & submit separate | | | | | | | | | |
| [redacted] (b) (6) | lstLt | (b) (6) [redacted] | | USMCR | (b) | 1 yr. | Co-Pilot | Cockpit Golf | |

**PILOT EXPERIENCE IN HOURS**

| ITEM | | | ITEM | | |
|---|---|---|---|---|---|
| 11. ALL MODELS | | 727 | 17. CV LANDINGS DAY/NIGHT | ALL | 37 / 4 |
| | | | | IN MODEL | 37 / 4 |
| 12. ALL MODELS IN LAST 12 MONTHS | | 471 | 18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT | ALL | 0 / 0 |
| | | | | IN MODEL | 0 / 0 |
| 13. ALL MODELS IN LAST 3 MONTHS | | 174 | 19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED | ALL | 3 / 1 |
| | | | | IN MODEL | 3 / 1 |
| 14. ALL SERIES THIS MODEL | A/C | ~~NA~~ | 20. NIGHT HOURS LAST 3 MONTHS | ALL | 1 / |
| | OFT/CPT | NA / 333 | | IN MODEL | 1 / |
| 15. ALL SERIES THIS MODEL LAST 12 MONTHS | A/C | ~~NA~~ | 21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap) | | 481 |
| | OFT/CPT | NA / 333 | | | |
| 16. ALL SERIES THIS MODEL LAST 3 MONTHS | A/C | NA | 22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL | DATE | 23May68 |
| | OFT/CPT | NA / 174 | | DURATION | 6.0 |
| 23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK | | 24May68/Qual | 24. TYPE INSTRUMENT CARD | | STANDARD |

**OTHER PERS.**

| 25. NAME (Last, first, & middle initial) * | 26. DNA | 27. GRADE/RATE | 28. BRANCH OF SERVICE | 29. FILE/SERVICE NO. | 30. DATE | 31. INJURY | 32. BILLET | 33. POSITION |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

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OPNAV REPORT 3750-1

## PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

### A. A/C HISTORY

| 1. DATE OF MANUFACTURE | 2. FLIGHT HRS. SINCE ACCEPTANCE | 3. NO. OF PAR/OVERHAUL | 4. MONTHS SINCE LAST PAR/OVERHAUL | 5. FLT. HRS. SINCE LAST PAR/OVERHAUL | 6. LAST/PAR OVERHAUL ACTIVITY | 7. TYPE OF LAST CHECK PERFORMED | 8. FLIGHT HOURS SINCE LAST CHECK | 9. DAYS SINCE LAST CHECK |
|---|---|---|---|---|---|---|---|---|
| 12-20-68 | 1349.8 | 2 | 17 | 338.1 | FAWPRA GIFU | 1st Cal ODD | 200.3 | 72 |

### B. ENGINE HISTORY

| | 1. ENGINE MODEL | 2. ENGINE SERIAL NUMBER | 3. FLIGHT HRS. SINCE ACCEPTANCE | 4. NUMBER OF OVERHAULS | 5. WAS DIR. REQUESTED? | 6. FLT. HRS. SINCE LAST OVERHAUL | 7. LAST OVERHAUL ACTIVITY | 8. TYPE OF LAST CHECK PERFORMED | 9. FLIGHT HOURS SINCE LAST CHECK | 10. DAYS SINCE LAST CHECK |
|---|---|---|---|---|---|---|---|---|---|---|
| (1) | T58GE-8B | 270444 | 1736.4 | 2 | NO | 612.4 | O&R Jax | Major | 205.3 | 143 |
| (2) | T58GE-8B | 270807 | 1195.2 | 3 | NO | 378.7 | NAVAIR WORKFAC | 1ST Cal ODD | 253.0 | 106 |
| (3) | | | | | | | NASNI | | | |
| (4) | | | | | | | | | | |

### C. COMPONENT HISTORY

| | 1. COMPONENT INVOLVED NOMENCLATURE | 2. MANUFACTURERS PART NUMBER | 3. TOTAL HRS. ON PART | 4. NO. OF OV-HAULS | 5. HOURS SINCE LAST OVERHAUL | 6. OVERHAUL ACTIVITY | 7. WAS DIR. REQUESTED? | 8. SER. NO. PAR/AMPLIFIER |
|---|---|---|---|---|---|---|---|---|
| (1) | #1 Engine | T58GE-8B | 1736.4 | 2 | 612.4 | O&R Jax | NO | NA |
| (2) | | | | | | | | |
| (3) | | | | | | | | |
| (4) | | | | | | | | |

### D. INCIDENTS & GROUND ACCIDENTS

| 1. PARTS REPAIRED | | 3. DIRECT MANHOURS INVOLVED | 2. PARTS REPLACED | |
|---|---|---|---|---|
| PART NUMBER | NOMENCLATURE | | PART NUMBER | NOMENCLATURE |
| | | | | |

### E. ENGINE FAILURES

JET ENGINE FLAMEOUT (include intentional securing to prevent engine damage)

| AT TIME OF FLAMEOUT | 1. ALTITUDE | 2. IAS | 3. RPM | 4. EGT | 5. MANEUVER AT TIME OF FLAMEOUT | 6. FUEL FLOW | 7. ATTITUDE |
|---|---|---|---|---|---|---|---|
| | 200' | 55 | 100% | 950° | Approach | UNK | 7° Nose Up |

| 8. G FORCES | 9. RELIGHT | 10. ALTITUDE | 11. IAS | 12. MAX EGT | 13. FUEL CONTROL | 14. NO. RELIGHT ATTEMPTS |
|---|---|---|---|---|---|---|
| +1.0 | ☐ ATTEMPTED ☐ ACCOMPLISHED | | | | ☐ PRIMARY ☐ MANUAL | |

| INTENTIONAL SECURE | 15. ENGINE SYMPTOMS | 16. CAUSE OF SYMPTOMS |
|---|---|---|
| | | |

RECIPROCATING ENGINE FAILURE

| 17. ALTITUDE | 18. IAS | 19. ATTITUDE | 20. RPM | 21. MAP | 22. TORQUE/SHEP | 23. FUEL FLOW PRESSURE? | 24. OIL PRESSURE |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| INTENTIONAL SECURE | 25. ENGINE SYMPTOMS | 26. CAUSE OF SYMPTOMS |
|---|---|---|
| | | |

### F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPPUR SERIAL NUMBER NONE
2. DIR MESSAGE REQUEST DATE-TIME-GROUP NONE. Info NASC on DIR request. See para. 36 OPNAVINST P3750.6E
3. OTHER HMM-164 msg 251810Z May68 Preliminary/Supplementary Accident
4.

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OPNAV FORM 3750-1A (Rev. 3-63) Page 3

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OPNAV REPORT 3750-1

| 1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR | 2. PRESSURE SETTING | 3. WIND OVER DECK | 4. RELATIVE WIND | 5. [illegible] |
|---|---|---|---|---|
| 6. SHIP NUMBER | 7. MODEL NUMBER | 8. LOCATION OF SHIP | 9. LAUNCHING GEAR AND ARRESTING GEAR | |

10. CATAPULT/ARRESTING GEAR BULLETINS OR MODIFICATIONS USED

G. SHIPS DATA

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

| ENGAGED | 12. DECK RUNOUT (FEET) | 13. RAM TRAVEL (INCHES) | 14. CONTROL VALVE SETTINGS: CONSTANT PRESSURE: DOME (P.S.I.) | RATIO | CONSTANT RUNOUT (WT. LBS.) | 15. ACCUMULATOR PRESSURE (PSI) | 16. COMMENTS (for cable failures specify no. landings and months in service) |
|---|---|---|---|---|---|---|---|
| DECK PENDANT | | | | | | | |
| DECK PENDANT | | | | | | | |
| BARRIER/ BARRICADE | | | | | | | |

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

| 1. DATE DEPLOYED CONUS | 3. DAY HOURS/LANDINGS SINCE DEPLOYMENT | 4. DAY HOURS/LANDINGS LAST 30 DAYS |
|---|---|---|
| 2. NO. DAYS OPERATING PERIOD | | |
| 5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED | 6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT | 7. NIGHT HOURS/LANDINGS LAST 30 DAYS |

I. WEATHER

WEATHER AT SCENE OF MISHAP

| 1. CEILING | 2. VISIBILITY | 3. RELATIVE WIND DIRECTION AND VELOCITY | 4. TEMPERATURE SUMMARY OUTSIDE AIR 84.9 | 5. DEW POINT | 6. ALTIMETER SETTING |
|---|---|---|---|---|---|
| Hi Thin | 10 Mi. | 140° 12 Knots | | 77.4 | 29.99 |

7. OTHER WEATHER CONDITIONS (outside clouds, icing level, sea state, density altitude, as appropriate)

Sea state swell - 110° 2 foot DA +2500

PART III ADDITIONAL INFORMATION

| PART | SECTION | ITEM | 1. REMARKS |
|---|---|---|---|
| | | | 1CC NAVPLANTREPO, MORTON PA<br>1CC HM6-164<br>1CC CG III MAF<br>1CC NAVPLANTREPO, WEST LYNN, MASS. |

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1CC MAG-12
1CC FMFPAC
1CC CG 9TH MAB
1CC CTG 79.5

| COST DAMAGE TO: | 3. GOVERNMENT PROPERTY | 4. PRIVATE PROPERTY | 5. DATE SUBMITTED TO CO |
|---|---|---|---|
| | NONE | NONE | 25 June 1968 |

PART IV SIGNATURES OF THE BOARD

SENIOR MEMBER: R. H. NELSON, Major, ExecO — UNIT SHALLET

[redacted] (b) (6) — Capt. Logistics — UNIT SHALLET

FLIGHT SURGEON MEMBER: [redacted] (b) (6) — Lt(MC), Sqd Flt Surg

[redacted] (b) (6) — Capt. ASO — UNIT SHALLET

When preparing Accident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. [redacted] (b) (6) ate should also be filled in.

[redacted] (b) (6) Capt, Asst ASO

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G. SHIPS DATA

| 1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR | 2. PRESSURE SETTING | 3. WIND OVER DECK | 4. RELATIVE WIND | 5. APPROACH/END SPEED |
|---|---|---|---|---|
| 6. MARK NUMBER | 7. MODEL NUMBER | 8. LOCATION OF SHIP | 9. LAUNCHING BRIDGE AND DOUBLE ARRESTER | |

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

| ENGAGED | 12. DECK RUNOUT (FEET) | 13. RAM TRAVEL (INCHES) | 14. CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.) | CONSTANT PRESSURE RATIO | CONSTANT RUNOUT (WT. LBS.) | 15. ACCUMULATOR PRESSURE (PSI) | 16. COMMENTS (for cable failures specify no. landings and months in service) |
|---|---|---|---|---|---|---|---|
| DECK PENDANT | | | | | | | |
| DECK PENDANT | | | | | | | |
| BARRIER/ BARRICADE | | | | | | | |

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

| 1. DATE DEPLOYED CONUS | 3. DAY HOURS/LANDINGS SINCE DEPLOYMENT | 4. DAY HOURS/LANDINGS LAST 30 DAYS |
|---|---|---|
| 2. NO. DAYS OPERATING PERIOD | | |
| 5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED | 6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT | 7. NIGHT HOURS/LANDINGS LAST 30 DAYS |

I. WEATHER

WEATHER AT SCENE OF MISHAP

| 1. CEILING | 2. VISIBILITY | 3. RELATIVE WIND DIRECTION AND VELOCITY | 4. TEMPERATURE NUMBER OUTSIDE AIR | 5. DEW POINT | 6. ALTIMETER SETTING |
|---|---|---|---|---|---|
| Hi Thin | 10 Mi. | 140° 12 Knots | [illegible] | 77.4 | 29.99 |

7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)

Sea state swell - 110° 2 foot DA +2500

PART III ADDITIONAL INFORMATION

| PART | SECTION | ITEM | 1. REMARKS |
|---|---|---|---|
| | | | 1CC NAVPLANTREPO, MORTON PA<br>1CC HMM-164<br>1CC CG III MAF<br>1CC NAVPLANTREPO, WEST LYNN, MASS. |

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1CC MAG-15
1CC FMFPAC
1CC CG 9TH MAB
1CC CTG 79.5

| COST DAMAGE TO: | 3. GOVERNMENT PROPERTY | 4. PRIVATE PROPERTY | 5. DATE SUBMITTED TO CO |
|---|---|---|---|
| | NONE | NONE | 25 June 1968 |

PART IV SIGNATURES OF THE BOARD

| 1. SENIOR MEMBER | 2. |
|---|---|
| R H Nelson<br>R. H. NELSON, Major, ExecO UNIT BILLET | (b) (6) [redacted]<br>(b) (6) [redacted], Capt. Logistics UNIT BILLET |
| 3. FLIGHT SURGEON MEMBER | |
| (b) (6) [redacted]<br>(b) (6) [redacted] Lt(MC), Sqd Flt Surg | (b) (6) [redacted] Capt. ASO UNIT BILLET |

When preparing Accident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. (b) (6) [redacted] appropriate should also be filled in.

[redacted] Capt, Asst ASO

CP-03F

## THE ACCOUNT

### PART V - THE ACCIDENT

On 25 May 1968, YT-8 (BUNO 150933) launched at 1750H on a return flight from Marble Mountain Air Facility to USS Valley Forge (LPH-8). The pilot was 1stLt (b) (6) [redacted] co-pilot 1stLt (b) (6) [redacted] Additional crew members were: Cpl. (b) (6) [redacted] crewchief and Sgt. (b) (6) [redacted] aerial gunner. At this time, the aircraft had flown for a period of over 4 hours in support of the Korean Marines, landing in unprepared zones under combat conditions. Upon departure from Marble Mountain, a passenger and mail pickup was made at Tien Sha Naval Facility. The load consisted of 10 passengers with personal baggage and approximately 500 pounds of mail. A hover check was made in the zone, and both engines produced topping power. No difficulty was noted leaving the confined area. While rendezvousing with the flight leader in Danang Harbor, the pilot noted a 15% torque split and also that he was unable to beep his no.1 engine. Indications of an actuator failure in the minimum beep position were noted, however, no check was made to determine if the engine was capable of producing topping power. Therefore what was accessed as an actuator failure could have been in fact a beep motor failure or fuel control malfunction. The flight leader was informed of the actuator problem and since no difficulty in maintaining normal flight was noted, the pilot elected to continue his flight back to the ship. After flying for some distance, the pilot noted a decrease in power and instructed the crew chief to operate the actuator manually. This resulted in an increase in power, but the torque split remained. Because of the heat given off by the unshielded no.1 engine the crew chief was unable to remain below the exposed engine and was instructed to wait until approach before again manually positioning the failed actuator. The ship was informed of the difficulty and YT-8 was instructed to land first with a clear deck. Wind was 17 knots on the bow and ships heading was 180° from Lt. (b) (6) [redacted] present heading. At this point the aircraft was approximately 3 miles out with 700 feet and 60 knots airspeed. The pilot noted an increase in power required to maintain level flight and soon found he was unable to maintain his altitude although he had now jettisoned his fuel to around 200 pounds per tank. At the 180° position, he started a gentle turn toward the ship arriving at the 90° with 200 feet and 60 knots, when all power on the no.1 engine was lost. T5 temperature was noted at 950° and Nr dropped to 90%. Not having single engine capability YT-8 landed in the water with 5 to 10 knots forward airspeed. The pilot then noted that he still had water tight integrity since the no.2 engine was operating normally and partially supported the aircraft. The crew chief was instructed to jettison all baggage and the passengers exited without difficulty through the rear hatch and side windows. Lt. (b) (6) [redacted] attempted to lift the aircraft from the water but was unable to do so with only one engine. After water taxiing for a short period of time, the rescue hatch in the center of the helicopter ruptured and water tight integrity was lost. Since the aircraft was now

sinking rapidly, the pilot secured the no.2 engine and rotor system enabling the crew to exit safely. The crew exited through the starboard hatch and the aircraft rolled right sinking in a few seconds. All passengers and crew members were subsequently rescued by helicopter and life boat operators. (Enclosure 2) No injuries were received and 95% of the mail was recovered, although most of the personal baggage was lost. YT-8 is presently at 107°27.3E 16°55.5N in 140 feet of water.

PART VI - DAMAGE TO AIRCRAFT

Due to the fact that YT-8 sank in 140 feet of water, it was considered a total loss. Recovery was considered impossible because of the location of the A/C and operational committments in the area. Initial contact with the water was at a slow controlled airspeed and there was no damage to the aircraft. The aircraft held its water tight integrity for a period of 15 to 20 minutes with one engine operating. When the pilot made several unsuccessful attempts to lift the aircraft out of the water with his single engine, water tight integrity was lost due to the rescue hatch coming open, and with sinking imminent, the pilot shut down the remaining engine rotor system, enabling the crew to depart the aircraft. 45 seconds after shutdown the aircraft rolled to the right and sank.

PART VII - INVESTIGATION AND ANALYSIS

Since recovery of the aircraft is impossible due to combat conditions and the depth of the water where the aircraft sank, the board must reach its conclusions solely on witnesses statements.

The pilots assessment of his original problem as an actuator failure (Enclosures 3&4) is possibly correct. An actuator failure results in the failed actuator going to one of three positions: (1) maximum beep (2) minimum beep (3) an intermediate position where the actuator was located at the time of failure. The only indication of such a failure is the inability of the pilot and co-pilot to beep the affected engine RPM either up or down. This does not affect flight characteristics of the aircraft except for a slight decrease in power available if failure is in the minimum beep position. From the high T5 temperature noted by the pilot it is quite possible that a compressor stall did occur at the 90 position or on his approach; a stall of this type would be due to FOD damage or erosion of the stator vanes by progressive sand ingestion from the poor landing zones in the Danang TAOR. Enclosure(3). The full barrier filters on the CH-46 are designed to prevent such sand injection and FOD, but they soon become clogged in a sandy environment. Care was taken during the day by the pilot and crew chief to clean out excessive sand and dust from the filters by patting. But this method is only a temporary precaution and the filters have to be properly washed out after each flight. Since the barrier flaps were pulled at the time of the accident (permitting unfiltered air to enter the engine) and no additional power

was received, it is doubtful that a clogged barrier filter could have caused the engine stall.

Another factor to consider is the design characteristics of the CH-46 where the no.1 engine compartment is constantly in a hotter environment than the no.2 engine compartment due to the air flow patterns of the aft rotor system. Eight of nine engine failures in May of 1968 experienced by this squadron have been no.1 engine failures. This is perhaps an indication of shorter engine life on no.1 engines, and a design or manufacturing shortcoming is at fault, or at least a contributing factor.

It is also noted by the board that there was a shortage of floatation survival equipment in the aircraft. Three of the passengers did not have troop vests (Enclosure 3) and this is a violation of OPNAVINST 3710.7D. The number of troop vests available determines the number of people that may be carried in any given aircraft and the pilot errored in allowing more passengers to be loaded than he had troop vests.

The maintenance officers statement does not indicate any forthcoming engine failure (Enclosure 5).

The NATOPS manual does not give adequate procedures and instructions for engine condition actuator failures. This could be improved by a more detailed explanation of what indications are present when an actual actuator failure occurs, and what procedures the pilot should use when dealing with the failure. A recommendation is being submitted by the NATOPS Officer.

VIII - CONCLUSIONS

1. Without recovery of the aircraft, the exact cause of the engine failure cannot be determined since a DIR is not possible. The board concludes that material failure was the primary cause of this accident due to an engine condition actuator failure followed by a compressor stall when power was demanded from the engine during approach to landing.

2. That the judgement of the pilot might have been faulty when he made the decision to return 66 miles to the ship when he was experiencing engine problems near a suitable landing base. Before continuing to the ship the pilot should have ascertained that his effected engine would provide topping power upon demand so that no doubt existed as to whether or not an actuator failure was the sole problem. If the power was not available, then he should have returned to Danang and landed.

3. OPNAVINST 3710.7D was violated by virtue of the pilot carrying more passengers than he had survival equipment for.

PART IX - RECOMMENDATIONS

The board recommends that:

(1) An increased emphasis be placed on emergency procedures and pilots

be made aware of the necessity to make precautionary landing as soon as possible in an emergency situation.

2. A better explanation of actuator failure and courses of action be added to the NATOPS manual.

3. An increased emphasis be placed on adherence to OPNAVINST 3710.7D especially in the area of survival equipment required for flight.

## INDEX TO ENCLOSURES

1. MEDICAL OFFICER'S REPORT
2. RESCUE REPORT
3. STATEMENT OF FIRST LIEUTENANT (b) (6) [redacted]
4. STATEMENT OF FIRST LIEUTENANT [redacted]
5. STATEMENT OF MAJOR (b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

CONCLUSIONS:

The cause of this accident was obviously engine failure. No evidence could be found that the pilot had any psychological or physiological problems. In fact, the pilot should be commended on his skill in coming through this accident with no loss of life.

The question as to whether the pilot should have returned to Danang or diverted to Phu Bai. The flight surgeon is not qualified to comment on this.

It was noted that there was a shortage of mae wests on board. Normally there are ten on each aircraft. The crewchief should have insured that all passengers had mae wests before takeoff. Someone had removed and failed to replace three in this aircraft. The pilot should have checked the crewchief.

RECOMMENDATIONS:

It is recommended that all pilots be reminded that they are responsible for the safety of the passengers and crew. They should, therefore, insure that water survival equipment be available for all persons flying in aircraft over water.

(b) (6) [redacted]

Lt. MC USNR

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE

OPNAV FORM 3750-8 (REV. 3-63) SPECIAL HANDLING REQUIRED - See OPNAVINST 3750.6B for instructions. OPNAV REPORT 3750-7

SECTION A - IDENTIFICATION

| 1. FROM (Name and mailing address of activity) | 2. MOR NUMBER | 3. LEAVE BLANK |
|---|---|---|
| HMM 164 FPO San Francisco 96602 | 4-68 | |

| 4. TYPE OF MISHAP | 5. TIME & ZONE | 6. DATE | 7. GEOGRAPHICAL LOCATION |
|---|---|---|---|
| [X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT | 1822 H | 5-25-68 | 07° 27.3E 16° 55.5" N |

| 8. MODEL A/C | 9. BUNO | 10. NO. OF OCCUPANTS | 11. DAMAGE CODE | 12. UNIT OPERATING A/C |
|---|---|---|---|---|
| CH-46A | 150933 | 14 | Alpha | HMM-164 |

| 13. INDIVIDUALS INVOLVED USE ADDITIONAL SHEETS IF REQUIRED NAME (Last, first and middle initial) | 14. UNIT TO WHICH ATTACHED | 15. RANK/RATE | 16. FILE/SERV. NO. DESIGNATOR | 17. DUTY ASSIGNMENT ABOARD A/C | AT MISHAP | 18. DATE OF LAST PHYSICAL | 19. PHYSICALLY QUALIFIED FOR FLIGHT | 20. BRANCH OF SERVICE | 21. INJURY CODE | 22. DISPOSITION |
|---|---|---|---|---|---|---|---|---|---|---|
| A. (b) (6) [redacted] | HMM-164 | 1-Lt | (b) (6) [redacted] | P | P | Jun67 | yes | USMCR | G | I |
| B. [redacted] | HMM-164 | 1/Lt | [redacted] | C/P | C/P | Feb67 | yes | USMCR | G | I |
| C. [redacted] | HMM-164 | Cpl | [redacted] | C/C | C/C | Dec67 | yes | USMC | G | I |
| D. [redacted] | HMM-164 | Sgt | [redacted] | A/G | A/G | Jan68 | yes | USMC | G | I |

23. CLARIFICATION OF ITEMS 13-22 WHEN NECESSARY

| 24. MODEL-OTHER A/C IF INVOLVED | 25. BUNO | 26. NO. OF OCCUPANTS | 27. UNIT OPERATING A/C | 28. DAMAGE CODE | 29. MOR NO. |
|---|---|---|---|---|---|
| None | | | | | |

30. NARRATIVE ACCOUNT OF MISHAP (Use additional 8 x 10½ sheets if required)

On 25 May 1968, YT-8 took off from Danang with a crew of four, 10 passengers and 400 pounds of mail, heading for the U.S.S. Valley Forge, which was located off the Cua Viet River (about 45-60 minutes flight time). The pilot was 1/Lt (b) (6) [redacted] and the co-pilot was 1/Lt (b) (6) [redacted]. While still in the Danang harbor, the No. 1 engine torque dropped about 15% and the pilot was unable to increase the engine's power with his beep trim switch. A diagnosis of engine condition actuator failure was made, and after consulting with the section leader of the flight, it was decided that YT-8 should proceed on to the ship.

Enroute to the ship, the torque split increased further and the No. 1 engine continued to lose power. It was found that the crew chief could manually operate the actuator, thus giving the aircraft power to climb, descend, and maintain altitude. It was decided that this additional power could be used on final approach for landing. It was also requested that the ship clear its deck.

On approach a wide 180 degree turn was made and at the 90 degree position the No. 1 engine failed completely. Rotor RPM dropped to 90%. Altitude could not be maintained and a controlled water landing was

31. PRIMARY CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

Engine failure

32. CONTRIBUTING CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

33. POSSIBLE CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

Possible pilot error

34. HAVE ALL FINDINGS, CONCLUSIONS, & RECOMMENDATIONS BEEN MADE AVAILABLE TO THE A/C ACCIDENT BOARD? IF NO, EXPLAIN. YES [X] NO [ ]

35. REPORT PREPARATION CHECK LIST

[X] ALL PARTS OF FORM COMPLETED [ ] DRAWINGS SKETCHES, PHOTOS [ ] SURVIVORS NARRATIVES [ ] WITNESS STATEMENTS [X] CONCLUSIONS & RECOMMENDATIONS [X] REQUIRED COPIES FURNISHED

| 36. REPORT FILED BY (Name & signature of medical officer) | DATE | 37. (b) (6) [redacted] (Activity) | DATE |
|---|---|---|---|
| (b) (6) [redacted] Lt. MC USNR | 6-14-68 | LtCol. USMCR | 6-15-68 |

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U. S. GOVERNMENT PRINTING OFFICE: 1964—713062

NARRATIVE ACCOUNT (continued)

made about 100 yards from the stern of the ship.

The pilot was able to keep the aircraft afloat and was able to water taxi it with one engine. Cargo was thrown out first, followed by the orderly exit of the passengers. An attempt was then made to take off with the lightened helicopter. This failed. The pilot then shut the engines off, put on the rotor brake, and the crew exited the aircraft. Three seconds after the rotors stopped turning, the aircraft sank. All personnel were safely recovered.

(b) (6) [redacted]

Lt. MC USNR

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE**

OPNAV FORM 3750-8A (REV. 3-63) SPECIAL HANDLING REQUIRED. — *See OPNAVINST 3750.6E for instructions.* OPNAV REPORT 3750-7

SECTION B - FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP *(List in order in accordance with Section B of inst.)*

| 1. FACTORS | 2. PHASE OF MISHAP (See code at right) A | E | S | R |
|---|---|---|---|---|
| NONE | | | | |

PHASE CODE: A - ACCIDENT; E - ESCAPE/EGRESS; S - SURVIVAL; R - RESCUE

FACTOR WEIGHT: M - MAJOR; C - CONTRIBUTING; Q - QUESTIONABLE OR POSSIBLE

REMARKS

This accident occurred because of engine failure. No pilot factors involved.

25 MAY 1968

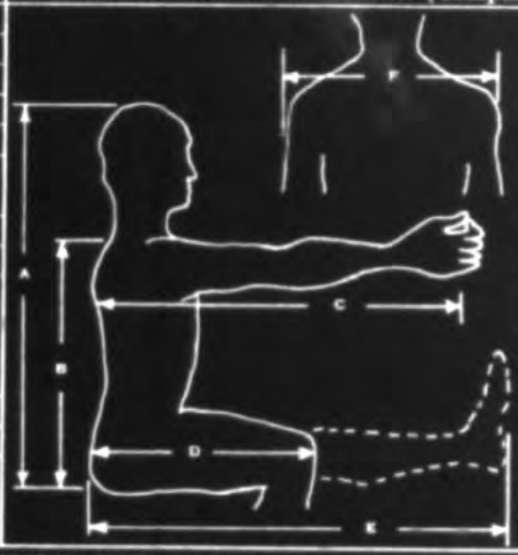
**SECTION C AIR CREW DATA**

| | |
|---|---|
| 1. FLIGHT TIME LAST 30 DAYS *(All models)* | 116.1 |
| 2. FLIGHT TIME LAST 24 HOURS *(All models)* | 6.7 |
| 3. NO. FLIGHTS LAST 24 HOURS *(Include present flight)* | 3.0 |
| 4. TIME AT CONTROLS THIS FLIGHT | 6.5 |
| 5. TOTAL FLIGHT TIME ALL MODELS | 799.3 |

| FLIGHT TIME | 6. TOTAL | 7. LAST 30 | 8. 60 DAYS | 9. 90 DAYS |
|---|---|---|---|---|
| THIS MODEL | 323.9 | 116.1 | 126.4 | 133.4 |

| | |
|---|---|
| 10. NO. GROUNDINGS PAST YEAR | NONE |
| 11. NO. DAYS GROUNDED PAST YEAR | NONE |
| 12. DATES AND TYPES OF PRIOR MISHAPS | NONE |
| 13. NO. HRS. IN A DUTY STATUS LAST 24 HRS. | 7 |
| 14. DIRECTION FACING AT TIME OF MISHAP | Forward |
| 15. LOCATION AT TIME OF MISHAP | Pilot's seat |

**SECTION D ANTHROPOMETRIC DATA (Compare with health record)**




| | | |
|---|---|---|
| AGE | (b) (6) [redacted] | |
| HEIGHT | [redacted] | IN. |
| WEIGHT | [redacted] | LB. |
| A. SITTING HEIGHT | [redacted] | IN. |
| B. TRUNK HEIGHT | [redacted] | IN. |
| C. FUNCTIONAL REACH | [redacted] | IN. |
| D. BUTTOCK - KNEE | [redacted] | IN. |
| E. LEG LENGTH | [redacted] | IN. |
| F. SHOULDER WIDTH (BIDELTOID) | [redacted] | IN. |

16. None done

**LABORATORY TESTS AND RESULTS**

| SPECIMEN | | TEST PERFORMED | RESULTS | SPECIMEN | TEST PERFORMED | RESULTS |
|---|---|---|---|---|---|---|
| BLOOD | 1. | | | TISSUE: (CNS) | | |
| | 2. | | | MUSCLE | | |
| | 3. | | | VISCERA | | |
| URINE | | | | OTHER: | | |
| G.I. CONTENT | | | | | | |

17. X-RAY RESULTS

None done

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | OH-6A | 150933 | Pilot |

NAME OF INDIVIDUAL

(b) (6) [redacted]

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**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE**

OPNAV FORM 3750-8A (REV. 3-63) SPECIAL HANDLING REQUIRED. — *See OPNAVINST 3750.6E for instructions.* OPNAV REPORT 3750-7

**SECTION B - FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP** *(List in order in accordance with Section B of inst.)*

| 1. FACTORS | 2. PHASE OF MISHAP (See code at right) A | E | S | R |
|---|---|---|---|---|
| NONE | | | | |
| 25 MAY 1968 | | | | |

PHASE CODE:
A - ACCIDENT
E - ESCAPE/EGRESS
S - SURVIVAL
R - RESCUE

FACTOR WEIGHT:
M - MAJOR
C - CONTRIBUTING
Q - QUESTIONABLE OR POSSIBLE

REMARKS

NONE

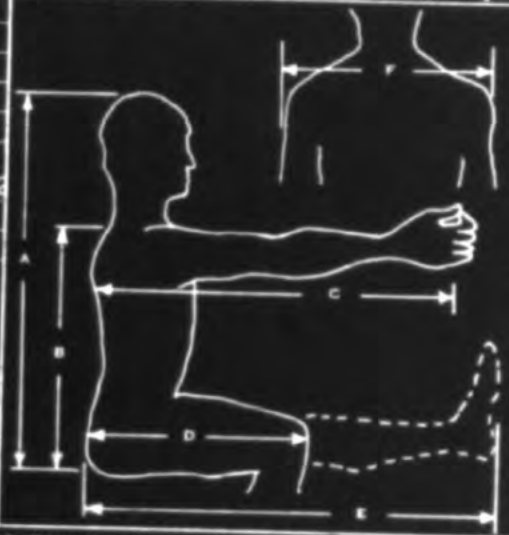
**SECTION C AIR CREW DATA**

| | |
|---|---|
| 1. FLIGHT TIME LAST 30 DAYS *(All models)* | 91.3 |
| 2. FLIGHT TIME LAST 24 HOURS *(All models)* | 0.0 |
| 3. NO. FLIGHTS LAST 24 HOURS *(Include present flight)* | 0.0 |
| 4. TIME AT CONTROLS THIS FLIGHT | 0.5 |
| 5. TOTAL FLIGHT TIME ALL MODELS | 720.3 |

| FLIGHT TIME | 6. TOTAL | 7. LAST 30 | 8. 60 DAYS | 9. 90 DAYS |
|---|---|---|---|---|
| THIS MODEL | 338.6 | 91.3 | 103.7 | 118.2 |

| | |
|---|---|
| 10. NO. GROUNDINGS PAST YEAR | NONE |
| 11. NO. DAYS GROUNDED PAST YEAR | NONE |
| 12. DATES AND TYPES OF PRIOR MISHAPS | |
| 13. NO. HRS. IN A DUTY STATUS LAST 24 HRS. | 6 |
| 14. DIRECTION FACING AT TIME OF MISHAP | Forward |
| 15. LOCATION AT TIME OF MISHAP | Co-pilot's Seat |

**SECTION D ANTHROPOMETRIC DATA (Compare with health record)**




| | |
|---|---|
| AGE | (b) (6) [redacted] |
| HEIGHT | [redacted] IN. |
| WEIGHT | [redacted] LB. |
| A. SITTING HEIGHT | [redacted] IN. |
| B. TRUNK HEIGHT | [redacted] IN. |
| C. FUNCTIONAL REACH | [redacted] IN. |
| D. BUTTOCK - KNEE | [redacted] IN. |
| E. LEG LENGTH | [redacted] IN. |
| F. SHOULDER WIDTH (BIDELTOID) | [redacted] IN. |

16. NONE DONE

**LABORATORY TESTS AND RESULTS**

| SPECIMEN | TEST PERFORMED | RESULTS | SPECIMEN | TEST PERFORMED | RESULTS |
|---|---|---|---|---|---|
| BLOOD 1. | | | TISSUE: (CNS) | | |
| 2. | | | MUSCLE | | |
| 3. | | | VISCERA | | |
| URINE | | | OTHER: | | |
| G.I. CONTENT | | | | | |

17. X-RAY RESULTS

NONE

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | Co-pilot |

NAME OF INDIVIDUAL

(b) (6) [redacted]

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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE

OPNAV REPORT 3750-7

OPNAV FORM 3750-8B (REV. 3-63) SPECIAL HANDLING REQUIRED — *See OPNAVINST 3750.6E for instructions.*

SECTION E INDIVIDUAL CHRONOLOGICAL DATA

SEE PAGE 8 PARA. 10 OF INSTRUCTION
TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL
IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP

USE LOCAL TIME AND BRIEFLY RECORD ACTIVITY WITHIN EACH COLUMN

48 HOURS PRIOR TO MISHAP

| TIME | |
|---|---|
| 23 MAY 68 | |
| 1822 | Just finished evening meal, in ready room for All Officers Meeting |
| 1930 | Stayed in ready room for movie |
| 2210 | Left ready room and went to my room. Took shower, wrote letters, etc... |
| 2300 | Retired |
| 24 MAY 68 | |
| 0500 | Wake up |
| 0530 | Breakfast |
| 0600 | Ready room for brief |
| 0700 | Take-off for DaNang but aircraft had mechanical problems and returned |
| 1000 | Second take-off, flew about hour and a half |
| 1200 | Chow at MMAF |
| 1300 | Take-off - Flew about four hours |
| 1700 | Evening chow |
| 1830 | All pilots meeting |
| 1930 | Stayed for evening movie |
| 2200 | Went to room |
| 2300 | Secured for the night (retired) |
| 25 MAY 68 | |
| 0500 | Wake up |
| 0515 | Breakfast |
| 0530 | Brief in ready room |
| 0630 | Take-off, flew about two hours |
| 1100 | Chow at MMAF |
| 1230 | Take-off - Flew about four hours |

| TIME | |
|---|---|
| ACCIDENT PHASE | |
| 1822 | Aircraft lost engine & landed in water on final |
| ESCAPE PHASE | |
| 1845 | After all passengers and crew, except for copilot, had exited aircraft, shut down engines and put on rotor brake and exited aircraft by side door (right) and swam clear |
| SURVIVAL PHASE | |
| 1900 | Picked up immediately by boat from ship |

TIME OF RESCUE

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | Pilot |

NAME OF INDIVIDUAL (b) (6) [redacted]

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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE 3

OPNAV FORM 3750-6B (REV. 3-63) | SPECIAL HANDLING REQUIRED — See OPNAVINST 3750.6E for instructions. | OPNAV REPORT 3750-7

SECTION E

INDIVIDUAL CHRONOLOGICAL DATA

SEE PAGE 8 PARA. 10 OF INSTRUCTION
TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP

USE LOCAL TIME AND BRIEFLY RECORD ACTIVITY WITHIN EACH COLUMN

| TIME | 48 HOURS PRIOR TO MISHAP |
|---|---|
| 23 MAY 68 | |
| 1900 | APM-ready room |
| 1930 | Movie |
| 0100 | Retired(slept in ready room-SDO) |
| 24 MAY 68 | |
| 0430 | Awoke & awoke crews for early flights |
| 0600 | Breakfast |
| 0630 | Retired |
| 1130 | Awoke |
| 1200 | Lunch |
| 1300 | Worked in Flight Equip. |
| 1700 | Dinner |
| 1800 | Pre-flighted bird for night Medevac |
| 1900 | APM-ready room |
| 2000 | Movie-Ward Room |
| 2300 | Retired |
| 25 MAY 68 | |
| 0500 | Wake-up |
| 0515 | Breakfast |
| 0530 | Brief in ready room |
| 0630 | Take-off - Flew two hrs |
| 1100 | Chow at MMAF |
| 1230 | Take-off - Flew four hrs |

| TIME | |
|---|---|
| ACCIDENT PHASE 1822 | Aircraft lost engine & landed in water on final |
| ESCAPE PHASE 1845 | Exited aircraft & swam clear |
| SURVIVAL PHASE 1900 | Pick-up by hoist from overflying helicopter |

TIME OF RESCUE

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | Copilot |

NAME OF INDIVIDUAL (b) (6) [redacted]

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—713568

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING REQ ED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION.

PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Suit, Flight | Nomex | y | AESR | | | | |
| Gloves, Flight | leather | y | A | | | | |
| Helmet, Flight | APH-6 | y | A | | | | |
| Pistol | 38 Cal. | y | A | | | | |
| Flares, penlite | | y | A | | | | |
| Armor, Body | | y | A | | | | |
| Boots, Flight | | y | AESR | | | | |
| Mae West | | y | A | S | n | | Gave Mae West to a passenger |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

The pilot water taxied the aircraft on one engine after the engine failure. He gave his Mae West to a passenger. After all passengers had exited the aircraft the engine was shut down and the rotor brake was put on. The pilot unstrapped and exited the aircraft through the starboard door after the rotors had stopped. He was picked up five (5) minutes later by a launch and returned to the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted]

OP-OSF

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712964

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING RE RED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION: PHASE CODES: A-ACCIDENT/MISHAP S-SURVIVAL E-ESCAPE/EGRESS PHASE R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Suit, Flight | Nomex | y | ABSR | | | | |
| Gloves, Flight | leather | y | A | | | | |
| Helmet, Flight | APH-6 | y | A | | | | |
| Pistol | 38 Cal | y | A | | | | |
| Flares, penlite | | y | A | | | | |
| Armor, Body | | y | A | | | | |
| Boots, Flight | | y | ABSR | | | | |
| Mae West | | y | A | S | n | | Gave Mae West to a passenger |
| Kit, Survival | SEEK II | y | A | | | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

The copilot unstrapped and moved to the starboard door and exited the aircraft when the rotors stopped. He had given his life preserver to a passenger. He picked one up that was thrown to him. He subsequently was hoisted aboard a CH-46A and returned to the ship after five (5) minutes in the water.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted]

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☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63)

OPNAV REPORT 3750-7

SPECIAL HANDLING RE ED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Suit, Flight | Nomex | y | AESR | | | | |
| Gloves, Flight | leather | y | A | | | | |
| Helmet, Flight | APH-6 | y | A | | | | |
| Pistol | 38 Cal | y | A | | | | |
| Flares, penlite | | y | A | | | | |
| Armor, Body | | y | A | | | | |
| Boots, Flight | | y | AESR | | | | |
| Mae West | | y | A | S | n | | Gave Mae West to a passenger |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

This crewman gave his Mae West to a passenger, waited until the rotors stopped and then exited the aircraft. He was picked up after approximately six (6) minutes in the water by a launch and returned to the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] CPL USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63)

OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP, S-SURVIVAL, E-ESCAPE/EGRESS PHASE, R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Suit, Flight | Nomex | y | AESR | | | | |
| Gloves, Flight | leather | y | A | | | | |
| Helmet, Flight | APH-6 | y | A | | | | |
| Pistol | 38 Cal | y | A | | | | |
| Flares, penlite | | y | A | | | | |
| Armor, Body | | y | A | | | | |
| Mae West | | y | AESR | | | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

This crewman exited the aircraft with the passengers before the rotors had been shut off. He was in the water approximately five (5) minutes before he was rescued by a launch and returned to the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted], SGT USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712964

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Suit, Flight | Nomex | y | AESR | | | | |
| Gloves, Flight | leather | y | A | | | | |
| Helmet, Flight | APH-6 | y | A | | | | |
| Pistol | 38 Cal | y | A | | | | |
| Flares, penlite | | y | A | | | | |
| Armor, Body | | y | A | | | | |
| Mae West | | y | AESR | | | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

This crewman exited the aircraft with the passengers before the rotors had been shut off. He was in the water approximately five (5) minutes before he was rescued by a launch and returned to the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL

(b) (6) SGT USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5

OPNAV REPORT 3750-7

OPNAV FORM 3750-8F (REV. 3-63)

SPECIAL HANDLING RE ED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP S-SURVIVAL E-ESCAPE/EGRESS PHASE R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae West | | y | AESR | S | S | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Exited the aircraft through the starboard escape hatch. This officer remained in the water approximately five (5) minutes before he was rescued by a launch and returned to the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL

(b) (6) [redacted], CDR USN

OP-08F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5 OPNAV REPORT 3750-7

OPNAV FORM 3750-8F (REV. 3-63) SPECIAL HANDLING RE RED. *See OPNAV INST 3750.6E for instructions*

SECTION G ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION: PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. RE-QUIRED | 4. AVAIL-ABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae West | | y | AESR | S | S | | |

SECTION H NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Exited the aircraft through the window over the starboard stub wing and then into the water. This sailor remained in the water for about six (6) minutes before being rescued by a launch and returned to the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted] NN-1 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

**MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5** OPNAV REPORT 3750-7

OPNAV FORM 3750-8F (REV. 3-63) SPECIAL HANDLING RE RED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION: PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae West | | y | AESR | S | S | | Given a Mae West by a crewman |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

This individual exited the aircraft through the starboard escape hatch and swam clear. He had been given a Mae West by a crewman. He was picked up by a launch and returned to the ship after about six (6) minutes in the water.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted], MM-1 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63)

OPNAV REPORT 3750-7

SPECIAL HANDLING RE ED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP S-SURVIVAL E-ESCAPE/EGRESS PHASE R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae West | | y | AESR | S | S | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Departed aircraft through the starboard escape hatch. Swam away from the aircraft with the Mae West inflated. Individual was hoisted aboard the ship's rescue helicopter (H-34) after three (3) minutes in the water. He was then put aboard the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted], LtCdr USNR

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712963

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT -- PAGE 5

OPNAV REPORT 3750-7

OPNAV FORM 3750-8F (REV. 3-63)

SPECIAL HANDLING RE ED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP S-SURVIVAL E-ESCAPE/EGRESS PHASE R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae West | | y | AESR | S | S | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Exited aircraft through the starboard escape hatch and swam clear of aircraft with Mae West inflated. After about six (6) minutes in the water, he was picked up by the ship's helicopter and taken to the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] PC-3 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

MEDICAL OFFICER'S REPORT OF A[illegible] ACCIDENT, INCIDENT, OR GROUND ACC[illegible]NT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING RE[illegible]ED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae West | | y | AESR | S | S | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Departed the aircraft from the window over the starboard stub wing. He entered the water from the stub wing. Individual was picked up by the ship's rescue helicopter approximately three and a half (3½) minutes after water entry. He was then placed aboard ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted] LTCDR USNR

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712964

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC ENT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING RE RED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP S-SURVIVAL E-ESCAPE/EGRESS PHASE R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. RE-QUIRED | 4. AVAIL-ABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae West | | y | AESR | S | S | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Exited the aircraft from the starboard door and swam clear. Was picked up by the ship's launch in approximately seven (7) minutes.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL: (b) (6) CAPT USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

**MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND ACC NT — PAGE 5**

OPNAV FORM 3750-8F (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION. PHASE CODES: A-ACCIDENT/MISHAP S-SURVIVAL E-ESCAPE/EGRESS PHASE R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. REQUIRED | 4. AVAILABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae west | | Y | ESR | S | S | | Given a crewman's mae west. |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Given a crewman's mae west.
Exited the through the window over the starboard stub wing.
Picked up by the ship's helicopter after about 8 minutes in the water.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] Cpl. USMC

OP-03F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND AC ENT — PAGE 5

OPNAV REPORT 3750-7

OPNAV FORM 3750-5F (REV. 3-63)

SPECIAL HANDLING RE RED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP S-SURVIVAL E-ESCAPE/EGRESS PHASE R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. RE-QUIRED | 4. AVAIL-ABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae West | | y | AESR | S | S | | |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Departed the aircraft through the starboard escape hatch and with the Mae West inflated swam clear. He was picked up by the ship's helicopter in six (6) minutes and taken to the USS Valley Forge.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted] GYSGT USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

# MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6

OPNAV FORM 3750-8G (REV. 3-63) | OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER (*State type*) Stbd. escape hatch

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 3 min

20. TIME IN RAFT:

21. WIND VELOCITY: 12 kts

22. WAVE HEIGHT: 2 ft

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9°F

25. WATER TEMPERATURE: 80.0°F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: CRASH witnessed from ship

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? (*If Yes, Explain reason and sequence up to rescue*)

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING: LPC | EJECTION TOWER | EJECTION SEAT | SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? (*If yes, explain*)

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL: (b) (6) LTCDR USNR

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV FORM 3750-8G (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

☐ WATER ☐ LAND ☐ OTHER

2. TYPE OF EGRESS

☐ EJECTION ☐ BAILOUT ☐ UNDERWATER ☐ NORMAL ☒ OTHER *(State type)* Exited-window over stbd stub wing.

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | /X/ | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: ☐ PRIMARY ☐ SECONDARY ☐ OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: ☐ UP ☐ DOWN ☐ FORWARD ☐ AFT ☐ OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 knots

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 3½ min

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0 F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: Crash witnessed from the ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

☐ NO ☐ YES

SECTION J TRAINING FACTORS

1. DATE OF LAST TRAINING: LPC EJECTION TOWER EJECTION SEAT SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

☐ NO ☐ YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL: (b) (6) Lt. Cmdr. USNR

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

# MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6

OPNAV FORM 3750-EG (REV. 3-63) | OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [X] NORMAL [ ] OTHER *(State type)*

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 knots

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 6 min

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0 F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: crash witnessed from the ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING: LPC | EJECTION TOWER | EJECTION SEAT | SURVIVAL

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] Capt. USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

# MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6

OPNAV FORM 3750-8G (REV. 2-63) — OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

## SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER (*State type*) Exited-window over stbd. stub wing.

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 knots

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 8 min

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0 F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: Crash witnessed from the ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? (*If Yes, Explain reason and sequence up to rescue*)

[X] NO [ ] YES

## SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING: LPC EJECTION TOWER EJECTION SEAT SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? (*If yes, explain*)

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] Cpl. USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

**MEDICAL OFFICER'S REPORT OF A ACCIDENT, INCIDENT, OR GROUND AC ENT — PAGE 5** OPNAV REPORT 3750-7

OPNAV FORM 3750-8F (REV. 3-63) SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION: PHASE CODES: A-ACCIDENT/MISHAP S-SURVIVAL E-ESCAPE/EGRESS PHASE R-RESCUE PHASE

| 1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION | 2. MODIFICATION | 3. RE-QUIRED | 4. AVAIL-ABLE | 5. NEED | 6. USED | 7. FAILED | 8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.) |
|---|---|---|---|---|---|---|---|
| Mae west | | Y | ESR | S | S | | Given a crewman's mae west. |

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

Exited the aircraft through the starboard escape hatch after receiving a crewman's mae west.He remained in the water approximately seven minutes before being picked up by the ship's helicopter and returned to the ship.

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted] DT-2 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712968

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6** OPNAV REPORT 3750-7

OPNAV FORM 3750-8G (REV. 3-63) SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [X] NORMAL [ ] OTHER *(State type)*

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: N/A

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 5'

20. TIME IN RAFT:

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2'

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9F

25. WATER TEMPERATURE: 80.0F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: Ship witnessed water landing.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC May '67 EJECTION TOWER May '67 EJECTION SEAT May '67 SURVIVAL May '67

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH 46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted] 1/LT USMCR

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV FORM 3750-8G (REV. 3-63) — OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [X] NORMAL [ ] OTHER *(State type)*

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |

| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
|---|---|---|---|
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 5 min

20. TIME IN RAFT:

21. WIND VELOCITY: 12 kts

22. WAVE HEIGHT: 2 ft

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9°F

25. WATER TEMPERATURE: 80.0°F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: CRASH witnessed from ship

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC Feb '66 EJECTION TOWER Feb '66 EJECTION SEAT Feb '66 SURVIVAL Feb '66

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL: (b) (6)

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV FORM 3750-8G (REV. 3-63) | OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [X] NORMAL [ ] OTHER *(State type)*

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 knots

16. ALTITUDE AT TIME OF EXIT (FEET): ) 0 ABOVE SEA LEVEL ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 6 min

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: 10 sec.

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0 F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: Crash witnessed from the ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC | EJECTION TOWER | EJECTION SEAT | SURVIVAL

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)* In sqdr. training.

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL: (b) (6) Cpl. USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712060

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV FORM 3750-8G (REV. 3-63) | OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [X] NORMAL [ ] OTHER *(State type)*

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 5 min

20. TIME IN RAFT:

21. WIND VELOCITY: 12 kts

22. WAVE HEIGHT: 2 ft

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9°F

25. WATER TEMPERATURE: 80.0°F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: CRASH witnessed from ship

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC | EJECTION TOWER | EJECTION SEAT | SURVIVAL: Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (5) [redacted] SGT USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

# MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6

OPNAV REPORT 3750-7

OPNAV FORM 3750-6G (REV. 3-63)

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER *(State type)* Exited-stbd escape hatch.

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 knots

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 6 min

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0 F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: CRASH witnessed from ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC | EJECTION TOWER | EJECTION SEAT | SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] GySgt. USMC

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712984

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV REPORT 3750-7

OPNAV FORM 3750-8G (REV. 3-63)

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER *(State type)* Exited-stbd hatch.

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 knots

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 6 min

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0 F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: Crash witnessed from ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC: EJECTION TOWER: EJECTION SEAT: SURVIVAL: Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH 46 A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] PC-3 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV REPORT 3750-7

OPNAV FORM 3750-8G (REV. 3-63)

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER *(State type)* Window over stbd. stub wing

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 6 min

20. TIME IN RAFT:

21. WIND VELOCITY: 12 kts

22. WAVE HEIGHT: 2 ft

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9°F

25. WATER TEMPERATURE: 80.0°F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: CRASH witnessed from ship

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC | EJECTION TOWER | EJECTION SEAT | SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] MM-1 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV FORM 3750-8G (REV. 3-63) — OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER *(State type)* Exited-starboard escape hatch

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED

11. METHOD OF FIRING SEAT [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION

13. POSITION OF SEAT ON EJECTION [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED

16. ALTITUDE AT TIME OF EXIT (FEET) ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING

18. WEIGHT

19. TIME IN WATER: 7 min

20. TIME IN RAFT

21. WIND VELOCITY: 12 kts

22. WAVE HEIGHT: 2 ft

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9° F

25. WATER TEMPERATURE: 80.0° F

26. VISIBILITY: 10 Miles

27. ALERTING FACTORS: CRASH witnessed from ship

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC — EJECTION TOWER — EJECTION SEAT — SURVIVAL: Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] DT-2 USN

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

## MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6

OPNAV REPORT 3750-7

OPNAV FORM 3750-8G (REV. 3-63)

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER *(State type)* Starboard escape hatch

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |

| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
|---|---|---|---|
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED

11. METHOD OF FIRING SEAT [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION

13. POSITION OF SEAT ON EJECTION [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET) ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING

18. WEIGHT

19. TIME IN WATER: 6 min

20. TIME IN RAFT

21. WIND VELOCITY: 12 kts

22. WAVE HEIGHT: 2 ft

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9°F

25. WATER TEMPERATURE: 80.0°F

26. VISIBILITY: 10 Miles

27. ALERTING FACTORS: CRASH witnessed from ship

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC EJECTION TOWER EJECTION SEAT SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL

(b) (6) [redacted] MM-1 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

# MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6

OPNAV REPORT 3750-7

OPNAV FORM 3750-8G (REV. 3-63)

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER *(State type)* Starboard escape hatch

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |

| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
|---|---|---|---|
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 5 min

20. TIME IN RAFT:

21. WIND VELOCITY: 12 kts

22. WAVE HEIGHT: 2 ft

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9°F

25. WATER TEMPERATURE: 80.0°F

26. VIRIBILITY: 10 miles

27. ALERTING FACTORS: CRASH witnessed from ship

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC EJECTION TOWER EJECTION SEAT SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL: (b) (6) CDR USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV FORM 3750-6G (REV. 3-63) — OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

**SECTION I** — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER (State type) Exited window over stbd. stub wing

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: N.A.

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 61

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: XX 10 sec

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0 F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: Crash witnessed from Ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

**SECTION J** — TRAINING FACTORS

1. DATE OF LAST TRAINING: LPC EJECTION TOWER EJECTION SEAT SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] MM-1 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV FORM 3750-8G (REV. 3-63) — OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER *(State type)* Exited-Starboard escape hatch

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED

11. METHOD OF FIRING SEAT [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION

13. POSITION OF SEAT ON EJECTION [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright, water taxing

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET) ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING

18. WEIGHT

19. TIME IN WATER: 7 min

20. TIME IN RAFT

21. WIND VELOCITY: 12 kts

22. WAVE HEIGHT: 2 ft

23. WAVE INTERVAL: 10 sec

24. AIR TEMPERATURE: 84.9°F

25. WATER TEMPERATURE: 80.0°F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: CRASH witnessed from ship

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC — EJECTION TOWER — EJECTION SEAT — SURVIVAL: Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68A | CH-46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] DT-2 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712066

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV REPORT 3750-7

OPNAV FORM 3750-8G (REV. 3-63)

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

☐ WATER ☐ LAND ☐ OTHER

2. TYPE OF EGRESS

☐ EJECTION ☐ BAILOUT ☐ UNDERWATER ☐ NORMAL ☒ OTHER *(State type)* Starboard escape hatch

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: N.A.

11. METHOD OF FIRING SEAT: ☐ PRIMARY ☐ SECONDARY ☐ OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: ☐ UP ☐ DOWN ☐ FORWARD ☐ AFT ☐ OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 6'

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: ~~XX~~ 10 sec

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0 F

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: CRASH witnessed from the ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

☒ NO ☐ YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC: EJECTION TOWER: EJECTION SEAT: SURVIVAL: Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

☒ NO ☐ YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) [redacted] |

NAME OF INDIVIDUAL: (b) (6) [redacted] MM-1 USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—752866

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6**

OPNAV REPORT 3750-7

OPNAV FORM 3750-8G (REV. 3-63)

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

[X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS

[ ] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [X] OTHER *(State type)* Exited-starboard escape hatch.

| S | E | | REMARKS |
|---|---|---|---|
| | | 3. NOT ATTEMPTED | |
| | X | 4. ATTEMPTED | |
| | X | 5. ACCOMPLISHED | |
| | | 6. THRU CANOPY | |
| YES | NO | EGRESS DIFFICULTIES | IF YES, EXPLAIN DIFFICULTIES |
| | X | 7. PRIOR TO EGRESS | |
| | X | 8. DURING EGRESS | |
| | X | 9. SUBSEQUENT TO EGRESS | |

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: N.A.

11. METHOD OF FIRING SEAT: [ ] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION:

13. POSITION OF SEAT ON EJECTION: [ ] UP [ ] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Upright

15. AIRSPEED: 0-4 kts

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL 0 ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING:

18. WEIGHT:

19. TIME IN WATER: 5'

20. TIME IN RAFT: -

21. WIND VELOCITY: 12 knots

22. WAVE HEIGHT: 2 ft.

23. WAVE INTERVAL: ~~XX~~ 10 sec

24. AIR TEMPERATURE: 84.9 F

25. WATER TEMPERATURE: 80.0

26. VISIBILITY: 10 miles

27. ALERTING FACTORS: Crash witnessed from ship.

28. MEANS OF LOCATING ACCIDENT SITE: Visual

29. MEANS OF LOCATING SURVIVOR: Visual

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

[X] NO [ ] YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC: EJECTION TOWER: EJECTION SEAT: SURVIVAL: Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

[X] NO [ ] YES

| MOR NO. | MODEL A/C | BUNO | IDENTIFICATION OF INDIVIDUAL |
|---|---|---|---|
| 4-68 | CH46A | 150933 | (b) (6) |

NAME OF INDIVIDUAL: (b) (6) Cmdr. USN

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—712966

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)

SPECI[illegible]NDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [illegible].6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: HMM-164

2. DATE OF MISHAP: 251832H MAY68

3. DATE OF RESCUE: 251832H MAY68

2. LOCATION AND DUTIES OF RESCUE VEHICLE: LPH-8 SAR HELO, HMM-164 HELO, M-6 LIFE BOATS

4. RESCUE VEHICLE (Type/model): UH-34, CH-46A, M-6 LIFE BOAT

5. NUMBER OF PERSONNEL: 14

5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 15

5B. TO BE RESCUED: 14

5C. RESCUED: 14

6. RESCUE BACK UP MEANS: CH-46A

7. TIME SEQUENCE OF EVENTS (Local Date Time Group)

| | | |
|---|---|---|
| 7A. Alert Received | 1830 | Method: UH-34 Pilot Observed |
| 7B. Vehicle Departed | 1831 | Distance to Scene: 1/4 mile |
| 7C. Arrived on Scene | 1832 | Search Required: NONE |
| 7D. Located Survivor | 1845 | Method of Locating: VISUAL |
| 7E. Began Retrieval | 1846 | What Was Sighted First: SURVIVORS IN WATER |
| 7F. Ended Retrieval | 1855 | Subsequently: RETURNED SURVIVORS TO LPH-8 |
| 7G. Survivor(s) Disembarked | 1856 | Location (If different from Item 2): SAME |

8. WEATHER CONDITIONS AT RESCUE SITE

| 8A. WATER TEMPERATURE | 8B. AIR TEMPERATURE | 8C. WIND VELOCITY |
|---|---|---|
| 80.0 °F | 84.9 °F | 140° |

8D. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION: SWELL - 110° 2 Feet

9. EQUIPMENTS ACTUALLY USED DURING RESCUE:
UH-34 - RESCUE HOIST
CH-46A - RESCUE HOIST
M-6 LIFE BOATS - LIFE PRESERVERS AND TWO SWIMMERS

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)
NONE

11. PERSONNEL REQUIRING RESCUE

| NAME (LAST FIRST INITIAL) | GIVE REASON FOR RESCUE | FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, seasickness, etc.) |
|---|---|---|
| (b) (6) [redacted] | AIRCRAFT DITCHING FOR ALL PERSONNEL RESCUED | NONE |

(of boats of crew, communication equipments/techniques, retrieval equipments/techniques, rescue vehicle)

1. SIX PERSONNEL RESCUED BY UH-34 SAR HELO FROM LPH-8
2. ONE PERSON RESCUED BY CH-46A, HMM-164
3. SEVEN PERSONNEL RESCUED BY M-6 LIFE BOAT FROM LPH-8 AND LSD-28

12. ATTACH ENCLOSURES: Narratives of search, location and retrieving survivor's statements

13A. NAME AND TITLE OF SUBMITTING OFFICIAL: (b) (6) Major, XO — SIGNATURE: (b) (6) [redacted]

13B. NAME AND TITLE OF COMMANDING OFFICIAL: (b) (6) LtCol, CO — SIGNATURE:

STATEMENT OF HMM-164 Pilot First Lieutenant (b) (6) [redacted]
concerning HMM-164 AAR 10-68A, 25 May 1968, CH-46A, BUNO 150933,
Pilot, (b) (6) [redacted]

On 25 May 1968, I was flying as pilot in a CH-46a helicopter in Marine Medium Helicopter Squadron 164. I had flown for about 5 hours in very dusty zones resupplying the Korean Marines Southwest of Danang. Since we were carrying max loads I was having my crew beat out the filters during refueling. I had no problems with either engine during this time, both were topping out with maximum power. When I left Marble Mountain, my flight leader asked me to go by Tien Sha and pick up the mail and whatever passengers were there. While loading, my crew chief notified me that we had 10 passengers plus personal gear and about 500 to 600 pounds of mail. I don't remember what the OAT was but remember figuring that with a close margin we should be able to handle the weight. As a precaution I instructed my co-pilot to do a hover check before moving out. He did so and both engines put out maximum power giving us power to spare. We then departed and headed out over the bay to join our Flight leader, who was making stops at other small pads. While orbiting, the torque gauges split giving a 12 to 15% difference. The number one engine's T-5 went to about 540 degrees, Ng about 88%, and Nr remained at 100%. I tried beeping no.1 engine up, then backward with no effect. I then beeped no.2 back just a small amount and found it worked normally. I then called my flight leader and told him I had an actuator failure and that no.1 engine had gone to minimum beep. I also reported that all temperatures and pressures were within limits. He said if all temperatures and pressures were within limits and I was able to maintain altitude and airspeed, that there was no sweat, and we continued. While enroute I noticed the torque split was increasing, and as a final precaution before continuing sent my crewchief back to see if he could manually operate the actuator. He did so and I found that no.1 engine power increased considerably but I still had a torque split. But I had power to climb up to 1500 feet and increase airspeed. Because of the tremendous heat involved, I instructed my crew chief to wait until we started our approach to give me extra power.

When my leader contacted Fairmont B to check his flight in I ask for a clear dock and also to be first to land. I also asked for winds and was told they were 17 knots straight down the dock. At this time our airspeed was about 60 knots at about 700 feet. Our no.1 engine was getting worse and I was having trouble maintaining altitude. At about 5 miles out I instructed my co-pilot to dump fuel down to 200 pounds per tank. He was able to do so because of our nose up attitude. Even after dumping fuel we still could not hold altitude and were slowly descending. Our no.1 torque was about 28%, no.2 was 78%; Ng-#1 I'm not sure, #2 100%; T5#1-540°, #2-700°; Nr 99%. Since the ships

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

heading was 180 degrees from ours I started a wide 180 degree turn. At about 200 feet and 55 to 60 knots I arrived at the 90 degree position when suddenly my no.1 temperature went to about 950 degrees and I lost power on no.1 engine. I don't remember what each read exactly. I notified tower that I had lost no.1 engine and after dropping to 90% Nr began milking the collective and entered the water at 90%Nr and minimum airspeed. My co-pilot started to secure the engines, but I noticed that except for spray and seepage the cabin was fairly dry, and instructed him to leave them running. The crew began throwing everything out including the mail to lighten the load. I instructed the crew chief to get everybody out while I kept power on the aircraft to help it ride better in the water. We had 3 more passengers than troop vests in the aircraft, and the co-pilot, after already giving his mae west to a passenger held the controls while I took mine off. I didn't see the passengers exit the aircraft, but understand they cleared the aircraft easily because we were in the auto position and had about 5 to 10 knots forward speed. My co-pilot all this time was in the cabin assisting the passengers, etc., also helping hold the external cargo upper hatch closed. It had come loose and was flapping up allowing water to come in. When all passengers and the crewmen were out I went to Hover Aft to hold the aircraft in a more steady position; also to keep the forward blades from being so close to the water. I notified the tower that I was going to attempt to fly the aircraft up on the deck if it would lift. Although the no.2 engine was still putting out topping power, my no.1 engine was shot. Torque was about 25-30%, Ng 40-50%, its oil pressure was zero. I did not try a restart. At that time I noticed the fuel was almost gone and attempted three times to lift, each time dropping to about 90%, I could not get forward motion because the aircraft was sluggish and also I was afraid of hitting the front lower plexiglass and breaking it out. At this time my co-pilot notified me that we were sinking. I glanced back and saw 6 to 8 inches of water in the cabin so I shut the engines down, hit the rotor brake, and followed the co-pilot out the crewchiefs side door. After I landed in the water, the aircraft began rolling to the right and the rotor blades came down on top of me. I kicked away from one of the blades with my foot and swam toward the troop vest that had been dropped by my leader. The aircraft sank in about 30 seconds total from the time the blades stopped. My co-pilot was rescued by hoist and I was picked up by a small boat. No one received injuries and all were rescued. Almost all mail was later picked up because it had either floated or rose back to the surface.

I was designated a Naval Aviator on 4 April 1967. I have 808 total flight hours, 635 helicopter hours, of which 332 are in the CH-46.

(b) (6)

[redacted]

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STATEMENT OF Co-Pilot, First Lieutenant (b) (6) [redacted]
(b) (6) USMC concerning HMM-164 AAR 10-68A, 25 May 1968, CH-46A,
BUNO 150922, Pilot (b) (6) [redacted]

I am a squadron pilot of HMM-164.

On 25 May 1968 I was the co-pilot on an H-46 helicopter piloted by lstLt (b) (6) [redacted]. On the afternoon of the 25th we operated in the Danang TAOR for approximately 4 hours of flight time. The aircraft functioned normally. At approximately 1750, 25 May 1968 we departed the Danang area for our squadrons' home base, the USS Valley Forge. We had on board a full load of fuel, 10 passengers and 400 pounds of mail. While orbiting over the Danang harbor for a rendezvous with our leader, we noticed a slight torque split of 15%. All other engine instruments however were normal. The pilot attempted to beep the engine up and down, but could not do so in the no.1 engine. This indicated an actuator failure with the no.1 engine going to minimum beep. The pilot was able to climb as well as hold a 70 to 80 knot airspeed in level flight. We joined on our leader and proceeded on course to the ship. At various intervals enroute we recorded engine instrument readings for record purposes. The entire distance from Danang to the ship we were able to climb and maintain level flight. Approximately 30 miles enroute we noticed that the torque split had increased and although it required slightly more power to maintain level flight, we were doing so and keeping all temperatures and pressures within limits. The crewchief manually operated the actuator to the no.1 engine and beeped it to slightly below the no.2. The decision was made to have him attempt this when on final to the ship. Approaching the ships control zone we requested to be first to land and to do so with a clear deck. We jettisoned fuel to 200 pounds per tank when 4 miles from the ship. Within 3 miles from the ship until the time we commenced our approach, the torque split of the two engines increased at a noticeable rate. It required maximum power on the good engine to maintain level flight. On final to the ship the malfunctioning engine went to maximum temperature reading while its torque and gas generator speed dropped to minimum. Our rotor RPM dropped to 90% as the aircraft started an uncontrollable loss of altitude. We settled into the water with 5 to 10 knots of forward airspeed and controlled landing. The aircrafts' water-tight integrity kept us afloat and allowed the rotor RPM to build back up to 100%. While the aircraft was upright all the passengers, their gear and all other items not essential for flight were removed from the aircraft. With only the pilot and myself in the aircraft, an attempt was made to become airborne. At this time the hoist hatch broke open and water-tight integrity was lost. The aircraft was filling with water so the pilot secured both engines and the rotor and together we exited the sinking aircraft.

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Enclosure (4)

I was designated a Naval Aviator on 2 May 1967. I have 727 total flight hours, 481 helicopter hours, of which 333 are in the CH-46.

(b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

STATEMENT OF HMM-164 Maintenance Officer Major (b) (6) [redacted] (b) (6) [redacted] concerning HMM-164 AAR 10-68A, 25 May 1968, CH-46A, BUNO 150933, Pilot, (b) (6) [redacted]

A review of the maintenance records for CH-46A BUNO 150933 revealed a no.1 engine failure, due to stall on 24 April 1968. The engine was replaced and the aircraft flew 87.0 hours with no evidence of engine problems until the aircraft crashed at sea due to power loss and/or engine failure. The aircraft would have been due for the first calendar inspection on 10 June 1968. Topping check on the number one engine after engine change was good.

I was designated a Naval Aviator on 20 May 1959. I have 4729 total flight hours, 2645 helicopter hours, of which 169 are in the CH-46.

(b) (6) [redacted]

CERTIFIED A TRUE COPY

(b) (6) [redacted]

CAPT USMC

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Make

VN COUNT

A514/68

AAR

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RUEBHOA/CMC
RUMHAW/MAG THREE SIX
RUMHAW/MAG ONE SIX
RUEBBHA/NAVAIRSYSCOMHQ
RUWJMUA/COMNAVAIRPAC
RUAUDA/COMFAIRWESTPAC
RUAUDB/MAG ONE FIVE
RUMHAW/PROMAG THREE NINE
RUHHFMA/CG FMFPAC
RUCINVA/CG FMFLANT
ZEN/CTG SEVEN NINE PT FIVE
RUABQL/CG NINTH MAB
RUMHAW/CG FIRST MAW
RUEBNLA/CGSECOND MAW
ZEN/USS VALLEY FORGE
BT
UNCLAS E F T O (FOR OFFICIAL USE ONLY)

THIS IS A CORRECTED COPY
UNDERLINED PORTION CORRECTED

PAGE TWO RUYEUAE 288 UNCLAS E F T O (FOUO)
PRELIMENARY/SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
1. 251832H, DAY
2. 107 DEGREES 27.3E 16 DEGREES 55.5N
3. CH-46A, 150933
4. HMM-164, 10-68A
5. ALFA, AIRCRAFT LOST AT SEA
6. (b) (6) [redacted], CAPT 0101571, USMCR, 7562, PILOT, G, 792.6, 202.9
7. REMAINING THREE CREW MEMBERS UNINJURED
8. REMAINING TEN PASSENGERS WERE UNINJURED
9. ADMINISTRATION, 4.6, VFR
10. LANDING ABOARD LPH-8
11. AIRCRAFT RETURNING FROM DA NANG TO USS VALLEY FORGE WITH TEN PASSENGERS AND 500 POUNDS OF MAIL. WHILE ENROUTE AIRCRAFT CONTINUALLY LOST POWER ON NUMBER ONE ENGINE AND COMPLETE FAILURE ON FINAL TO SHIP. CAUSE UNKNOWN. AIRCRAFT LANED IN THE WATER ONE HUNDRED YARDS BEHIND SHIP AND STAYED AFLOAT UNTIL ALL PASSENGERS AND CREW MEMBERS DEPARTED AIRCRAFT. SHORTLY AFTERWARDS AIRCRAFT SANK.
12. 140 DEGREES 12 KNOTS, 360 DEGREES, 17 KNOTS, 2 FOOT SWELLS, 3000° SCATTERED, 5000° SCATTERED, HI THIN BROKEN, 84.9F, 77.4F, 10 MILES UNRESTRICTED.

PAGE THREE RUYEUAE 288 UNCLAS E F T O (FOUO)
13. NONE
14. NUMBER ONE ENGINE SERIAL NUMBER 270444
15. NONE
16. AIRCRAFT REMAINED AFLOAT UNDER NUMBER TWO ENGINE POWER UNTIL 251850H. DURING 18 MINUTES AFLOAT TIME ALL PASSENGERS, AND TWO CREW MEMBER EXITED AND ALL CARGO AND REMOVABLE EQUIPMENT JETTISONED. SEVERAL SINGLE ENGINE TAKE OFFS WERE ATTEMPTED WITHOUT SUCCESS. WHEN WATER CONTINUED TO FILL CABIN SECTION, NUMBER TWO ENGINE AND ROTORS WERE SECURED AND PILOT AND CO-PILOT ABANDONED AIRCRAFT. AIRCRAFT REMAINED AFLOAT 45 SECONDS AFTER ROTORS SECURED. NO EGRESS OR CREW RECOVERY PROBLEMS EXPERIENCED.
17. PETRAS, T. A. CAPT ASSISTANT ASO, 881
BT

80525101

CH-46A / 150933 HMM-164 10-68A 5-25-68