

APPENDIX B

GROUND/AIR EMERGENCY CODE FOR USE IN AIR/LAND RESCUE SEARCH

B-1. General

Experience has shown the requirement for simple visual signals for use in an emergency by personnel who have become lost, crashed, or parachuted (or who are members of search

parties), and who have need for medical assistance, food, information regarding the route to be followed, etc. Three types of such visual signals are contained in figures B-1, B-2, and B-3.

NO.	MESSAGE	CODE SYMBOL	NO.	MESSAGE	CODE SYMBOL
1	REQUIRE DOCTOR - SERIOUS INJURIES	I	10	WILL ATTEMPT TAKE-OFF	▷
2	REQUIRE MEDICAL SUPPLIES	II	11	AIRCRAFT SERIOUSLY DAMAGED	◻
3	UNABLE TO PROCEED	X	12	PROBABLY SAFE TO LAND HERE	△
4	REQUIRE FOOD AND WATER	F	13	REQUIRE FUEL AND OIL	L
5	REQUIRE FIREARMS AND AMMUNITION	∨	14	ALL WELL	LL
6	REQUIRE MAP AND COMPASS	◻	15	NO	N
7	REQUIRE SIGNAL LAMP WITH BATTERY AND RADIO	I	16	YES	Y
8	INDICATE DIRECTION TO PROCEED	K	17	NOT UNDERSTOOD	JL
9	AM PROCEEDING IN THIS DIRECTION	↑	18	REQUIRE RESCUER	W

Figure B-1. Ground/air visual signals for use in emergency by survivors.

B-2. Visual signals

The use of one or more of these signals or types of signals will depend on individual circumstances and availability of signal material. However, as far as possible, the following in-

structions will be adhered to with respect to the signals contained in figures B-1, and B-2:

a. Form signals by any available means. (Some of the means usually available in an emergency situation are strips of fabric, para-



NO	MESSAGE	CODE SYMBOL	NO	MESSAGE	CODE SYMBOL
1	OPERATION COMPLETED	LLL	5	HAVE DIVIDED INTO TWO GROUPS. EACH PROCEEDING IN DIRECTION INDICATED	
2	WE HAVE FOUND ALL PERSONNEL	LL	6	INFORMATION RECEIVED THAT AIRCRAFT IS IN THIS DIRECTION	
3	WE HAVE FOUND ONLY SOME PERSONNEL	++	7	NOTHING FOUND. WILL CONTINUE TO SEARCH	NN
4	WE ARE NOT ABLE TO CONTINUE. RETURNING TO BASE	XX			

Figure B-8. Ground/air visual signals for use in emergency by search parties.

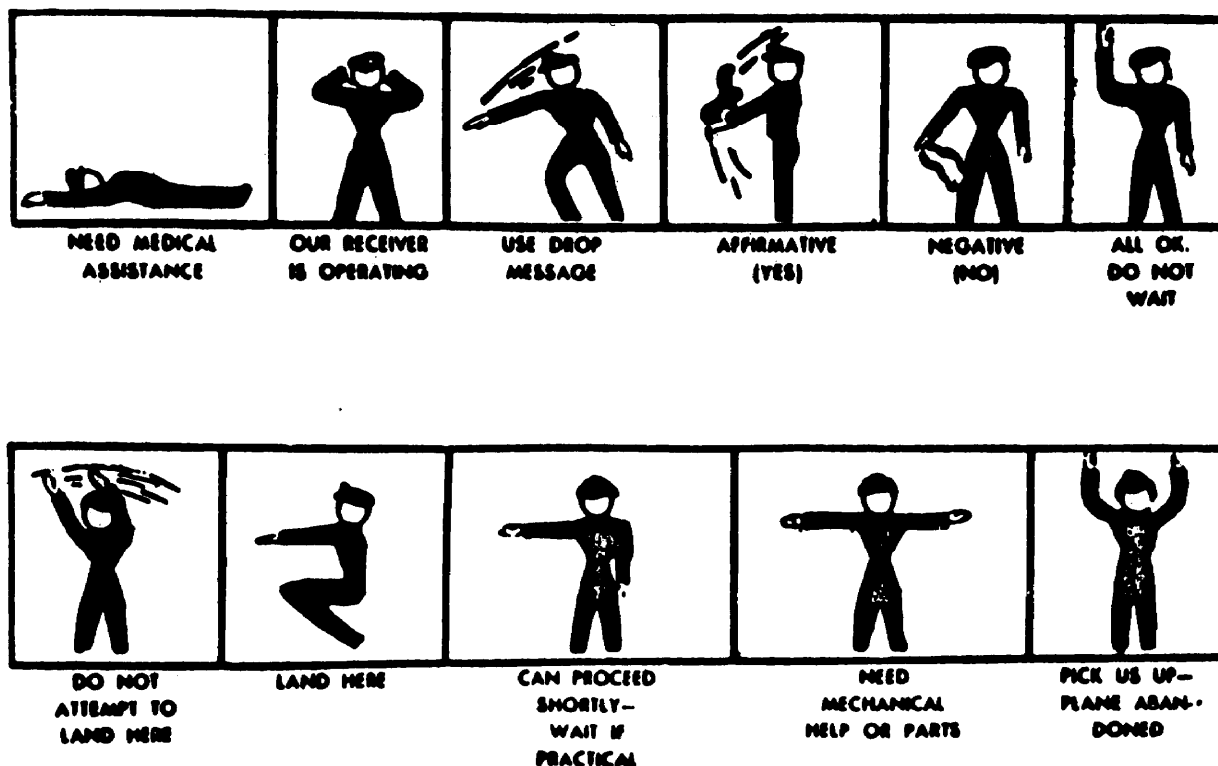


Figure B-3. Ground/air visual body signals for use in emergency by survivors.

chute material, pieces of wood, stones, boughs, or by marking the surface by tamping snow or staining with oil, etc.).

b. Make signals not less than 3.5 meters (10.5') in length.

c. Take care to lay out signals exactly as depicted to avoid confusion with other symbols.

d. Provide as much color contrast as possible between material used and the background.

e. Make every effort to attract attention by other means such as radio, flares, smoke, or reflected light. Smoke is one of the best attraction methods, because it can be seen for a great distance and will be investigated by all pilots, both military and civilian, as a routine matter. Be sure to give your signal while the aircraft is approaching you. Do not wait until the aircraft is straight above or has passed by.

f. The emergency signals included in this manual should be reproduced for use by in-

dividuals and/or small units which are required to accomplish independent or semi-independent missions.

B-3. Conveying and Acknowledging Information

a. When it is necessary for an aircraft to convey information to individuals who have become lost or isolated, or to search parties, and two-way radio is not available, the crew will, if practicable, convey the information by dropping a message or by dropping communication equipment that will enable direct contact to be established.

b. When a signal has been displayed and is understood, the pilot will acknowledge by dipping the aircraft's wings from side to side or by other prearranged signals.

c. When a signal has been displayed and is NOT understood, the pilot of the aircraft will so indicate by making a complete right turn or by other prearranged signals.