

CREW REMARKS & NOTES CONTINUED

Written Comments

SAR RESULTS WORKSHEET

TRACKING NUMBER

MISSION DATA SECTION

Mission Number	Mission Date	MO / MP / MS Reporting (Name & CAPID)
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SEARCH AREA

Name:		Grid:
Corner	Latitude	Longitude
Northwest		
Northeast		
Southwest		
Southeast		

SORTIE SEARCH PLAN VERSUS ACTUAL

Variables	Planned	Actual
Search Pattern		
Search Visibility (NM)		
Search Altitude (AGL)		
Search Speed (Knots)		
Track Spacing (NM)		
Terrain	<input type="checkbox"/> Flat <input type="checkbox"/> Rolling Hills <input type="checkbox"/> Rugged Hills <input type="checkbox"/> Mountainous	<input type="checkbox"/> Flat <input type="checkbox"/> Rolling Hills <input type="checkbox"/> Rugged Hills <input type="checkbox"/> Mountainous
Cover	<input type="checkbox"/> Open <input type="checkbox"/> Moderate <input type="checkbox"/> Heavy <input type="checkbox"/> Light Snow <input type="checkbox"/> Heavy Snow	<input type="checkbox"/> Open <input type="checkbox"/> Moderate <input type="checkbox"/> Heavy <input type="checkbox"/> Light Snow <input type="checkbox"/> Heavy Snow
Turbulence	<input type="checkbox"/> Light <input type="checkbox"/> Moderate <input type="checkbox"/> Heavy	<input type="checkbox"/> Light <input type="checkbox"/> Moderate <input type="checkbox"/> Heavy
Probability Of Detection		
Time To Search Area		
Time Started Search		
Time Ended Search		
Time In Search Area		
Time From Search Area		
Total Sortie Time		

CREW REMARKS & NOTES

Effectiveness: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Score (1 to 5):
Visibility: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Score (1 to 5):

INSTRUCTIONS FOR COMPLETION OF CAP FORM 104a, AUG 09

GENERAL INFORMATION: This CAPF 104a has been designed to be printed on standard 8.5" by 11" paper, and folded in half so that crews can easily use them in the cockpit, attached to kneeboards. Crews will be able to complete them online in WMIRS and print out the form or save it in WMIRS as well. When using the online WMIRS version certain sections will only be available when appropriate. For example, crews will not be allowed to results to determine final PODs before the flight, only the plans. If a crew is assigned multiple search areas, multiple CAPF 104as can be attached to the CAPF 104.

PAGE 1: TRACKING NUMBER: This will be automatically defaulted as the sortie number from WMIRS when using the WMIRS version, but can be replaced with a unique number determined by the mission staff when using WMIRS or the offline versions as well. If not using the default assigned in WMIRS in an offline version, mission staff officers need to be careful to match the tracking number with the appropriate sortie. If reporting online, the 104a will be tied to the primary sortie automatically when inputting data.

MISSION DATA SECTION: This section will be automatically filled or be selectable from the WMIRS version, or can be manually filled offline. In the WMIRS version the data will be linked to the sortie being added and the primary 104, and you will only be able to select one of the crew members from the primary 104 as the member responsible for making the report. Details will need to be provided to the mission staff to fill this section appropriately offline.

SEARCH AREA: Enter the name of the search area, the grid being searched, and the latitude and longitude of the corners of the search box so that the area that the crew is assigned to search is clearly identified.

SORTIE SEARCH PLAN VERSUS ACTUAL: This section is used by the planning staff and the crew to lay out the search plan for the sortie based on the variables identified, and compare them to what was actually done post flight. Some variables factor into determining the probability of detection (POD) noted in grey below, while others don't but impact how the search is conducted none the less.

SEARCH ALTITUDE	TRACK SPACING	OPEN FLAT TERRAIN				MODERATE TREE COVER AND/OR HILLY				HEAVY TREE COVER AND/OR VERY HILLY			
		SEARCH VISIBILITY				SEARCH VISIBILITY				SEARCH VISIBILITY			
		1 MILE	2 MILES	3 MILES	4 MILES	1 MILE	2 MILES	3 MILES	4 MILES	1 MILE	2 MILES	3 MILES	4 MILES
500 FT AGL	.5 MILE	35%	60%	75%	75%	20%	35%	50%	50%	10%	20%	30%	30%
	1 MILE	20%	35%	50%	50%	10%	20%	30%	30%	5%	10%	15%	15%
	1.5 MILES	15%	25%	35%	40%	10%	15%	20%	20%	5%	5%	10%	10%
	2 MILES	10%	20%	30%	30%	5%	10%	15%	15%	5%	5%	10%	10%
700 FT AGL	.5 MILE	40%	60%	75%	80%	20%	35%	50%	55%	10%	20%	30%	35%
	1 MILE	20%	35%	50%	55%	10%	20%	30%	35%	5%	10%	15%	20%
	1.5 MILES	15%	25%	40%	40%	10%	15%	20%	25%	5%	5%	10%	15%
	2 MILES	10%	20%	30%	35%	5%	10%	15%	20%	5%	5%	10%	10%
1000 FT AGL	.5 MILE	40%	65%	80%	85%	25%	40%	55%	60%	15%	20%	30%	35%
	1 MILE	25%	40%	55%	60%	15%	20%	30%	35%	5%	10%	15%	20%
	1.5 MILES	15%	30%	40%	45%	10%	15%	20%	25%	5%	10%	10%	15%
	2 MILES	15%	20%	30%	35%	5%	10%	15%	20%	5%	5%	10%	10%

CREW REMARKS & NOTES: This is where the crew notes how effective they believe they were and what the visibility was in the search area. Though the effectiveness and visibility factors do not directly impact the mathematical formulas for determining the POD, these as well as written notes can assist search planners in determining if some areas need to be searched again.

PAGES 2: CREW REMARKS & NOTES CONTINUED: The written comments block is where crews should clearly note remarks bearing on their results like if the mission observer had to assist heavily with radio communications rather than looking outside the aircraft, or if the mission scanner was not feeling well due to heavy turbulence. This section is also provided for the crew to makes notes or diagrams as necessary to successfully accomplish the mission.