

# ARIZONA WING OPERATIONS TRAINING



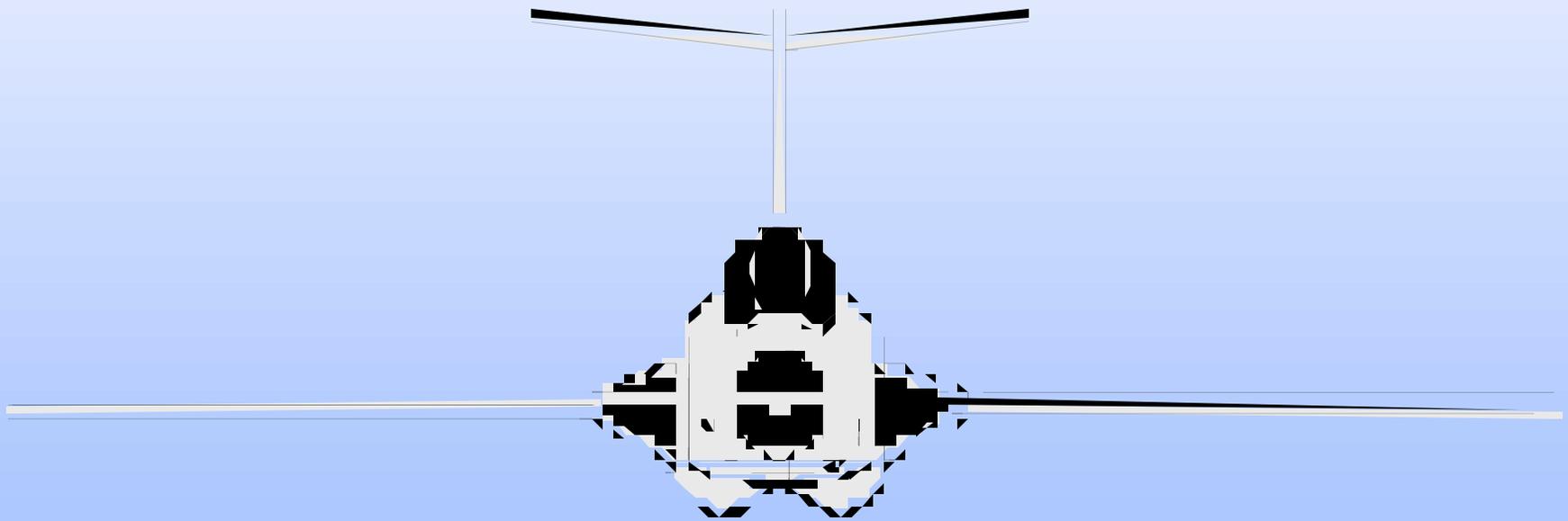
Knowledge Is Power

**PAPER**

**WARS**

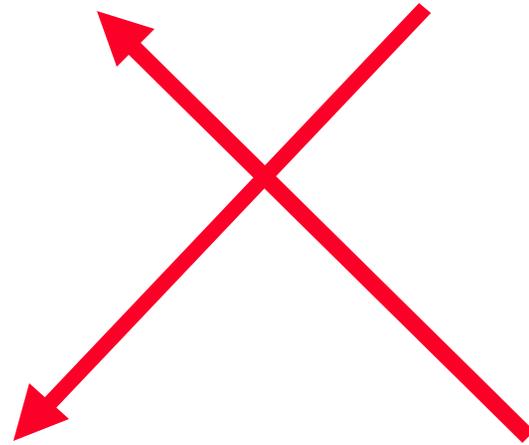
**C**ivil **A**ir **P**atrol's

**F**<sub>orm</sub> **104**

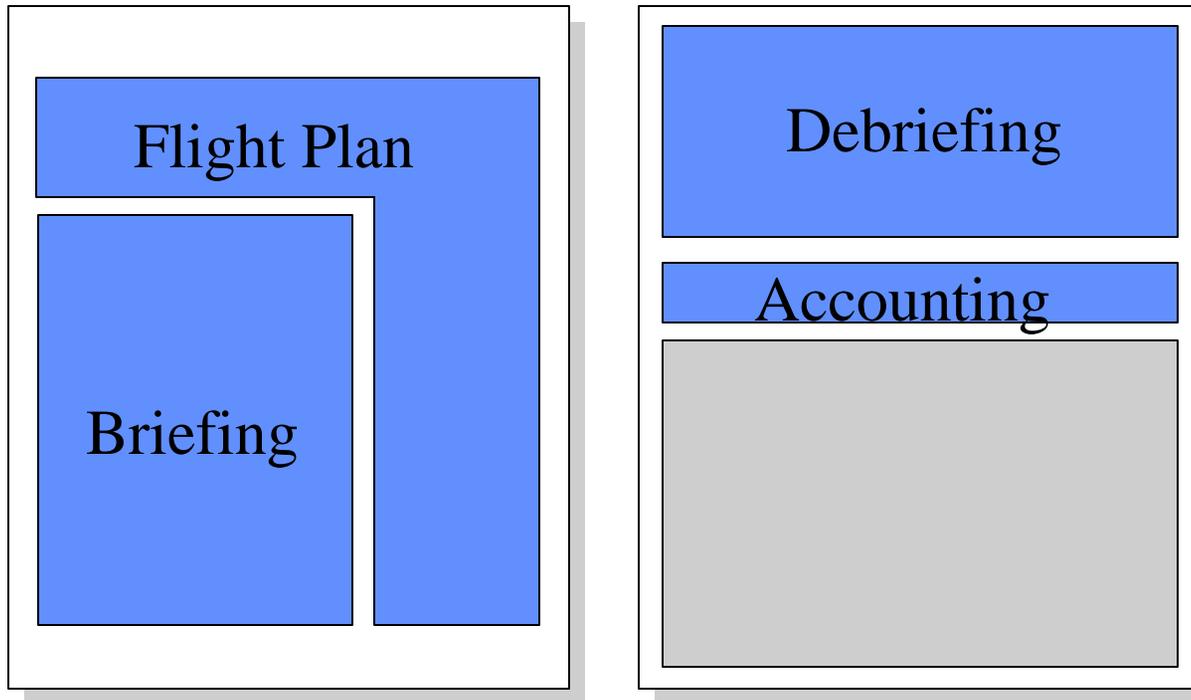


# The CAPF-

# 104



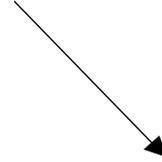
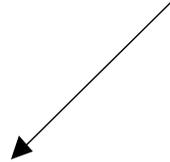
**Four forms in One:**



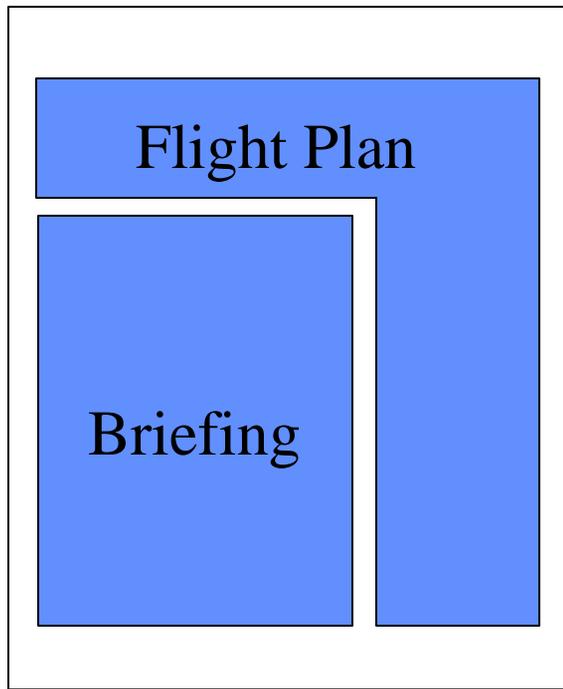
## **Four forms in one:**

- 1. Flight Plan**
- 2. Briefing**
- 3. Debriefing**
- 4. Accounting**

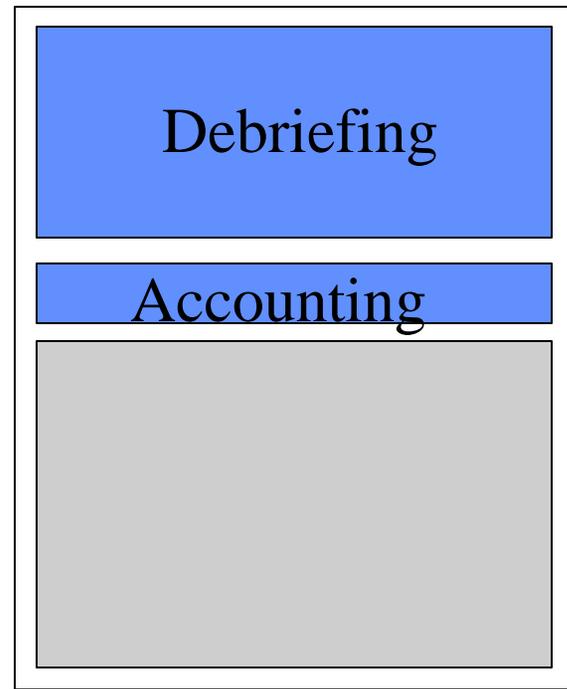
# Two Phase



## Before Flight



## After Flight



# Two Copies

CREW QUALIFICATION		CAP RADIO FREQ		SIGNAL PANELS		FLIGHT PLAN INFO	
PILOT: Acft Type _____	Night <input type="checkbox"/>	POLICE RADIO FREQ _____	FLARES <input type="checkbox"/>	CAI <input type="checkbox"/>	FILED FA <input type="checkbox"/>		
Instrument _____	Mountain <input type="checkbox"/>	VOR _____	MESSAGE DROPS _____	FILED FA <input type="checkbox"/>	VFR <input type="checkbox"/>		
CO-PILOT: Mission _____	Train <input type="checkbox"/>	ADF _____	SURVIVAL KIT _____	IFR <input type="checkbox"/>	VFR <input type="checkbox"/>		
OBSERVER: Mission _____	Train <input type="checkbox"/>	ELT _____	TRANSPONDER _____	AIRCRAFT NUMBER _____			
OBSERVER: Mission _____	Train <input type="checkbox"/>	NIGHT FLIGHT <input type="checkbox"/>	DIRECTION FINDER _____	AIRCRAFT TYPE _____			
		INSTRUMENT FL _____		TRUE AIRSPEED _____			
		FIRE EXTINGUISHER _____		POINT OF DEPARTURE _____			
		FIRST AID KIT _____		ETD/ATD _____			
MISSION OBJECTIVES:				OUTBOUND / INBOUND ALTITUDE _____			
SEARCH AREA / ROUTE (DESCRIPTION)				ROUTE OF FLIGHT _____			
TERRAIN / GROUND COVER				DESTINATION AIRPORT _____			
TYPE OF SEARCH PATTERN(S)				CITY _____			
DIRECTION OF TRACKS		TRACK SPACING _____		ESTIMATED TIME ENROUTE _____			
SEARCH ALTITUDE		SEARCH AIRSPEED _____		HRS. _____ MIN. _____			
HAZARDS TO FLIGHT				FUEL ON BOARD _____			
MILITARY LOW ALTITUDE TRAINING ROUTES				HRS. _____ MIN. _____			
AIRCRAFT SEPARATION (ADJOINING AREAS)				ALTERNATE AIRPORT _____			
EMERGENCY FIELDS				PILOT'S NAME _____			
WEATHER CURRENT LOCAL		FORECAST LOCAL _____		PILOT'S ADDRESS _____			
WEATHER CURRENT SEARCH AREA		FORECAST SEARCH AREA _____		PILOT'S PHONE NO. _____			
MISSION BASE CALL SIGN		FREQUENCIES FM - VHF - HF _____		NO OF PERSONS ABOARD _____			
MOBILE CALL SIGN		FREQUENCIES FM - VHF _____		COLOR OF AIRCRAFT _____			
MOBILE LOCATIONS				PROPOSED LDG TIME _____			
WHO TO CONTACT AND WHEN				ACTUAL LDG TIME _____			
ACTIONS TO BE TAKEN IF SAR OBJECT IS LOCATED				FAA FLT PLAN CLOSED <input type="checkbox"/>			
CODEWORDS		RECALL _____ FIND _____		FAA FLT PLAN CLOSED <input type="checkbox"/>			

CREW QUALIFICATION		CAP RADIO FREQ		SIGNAL PANELS		FLIGHT PLAN INFO	
PILOT: Acft Type _____	Night <input type="checkbox"/>	POLICE RADIO FREQ _____	FLARES <input type="checkbox"/>	CAI <input type="checkbox"/>	FILED FA <input type="checkbox"/>		
Instrument _____	Mountain <input type="checkbox"/>	VOR _____	MESSAGE DROPS _____	FILED FA <input type="checkbox"/>	VFR <input type="checkbox"/>		
CO-PILOT: Mission _____	Train <input type="checkbox"/>	ADF _____	SURVIVAL KIT _____	IFR <input type="checkbox"/>	VFR <input type="checkbox"/>		
OBSERVER: Mission _____	Train <input type="checkbox"/>	ELT _____	TRANSPONDER _____	AIRCRAFT NUMBER _____			
OBSERVER: Mission _____	Train <input type="checkbox"/>	NIGHT FLIGHT <input type="checkbox"/>	DIRECTION FINDER _____	AIRCRAFT TYPE _____			
		INSTRUMENT FL _____		TRUE AIRSPEED _____			
		FIRE EXTINGUISHER _____		POINT OF DEPARTURE _____			
		FIRST AID KIT _____		ETD/ATD _____			
MISSION OBJECTIVES:				OUTBOUND / INBOUND ALTITUDE _____			
SEARCH AREA / ROUTE (DESCRIPTION)				ROUTE OF FLIGHT _____			
TERRAIN / GROUND COVER				DESTINATION AIRPORT _____			
TYPE OF SEARCH PATTERN(S)				CITY _____			
DIRECTION OF TRACKS		TRACK SPACING _____		ESTIMATED TIME ENROUTE _____			
SEARCH ALTITUDE		SEARCH AIRSPEED _____		HRS. _____ MIN. _____			
HAZARDS TO FLIGHT				FUEL ON BOARD _____			
MILITARY LOW ALTITUDE TRAINING ROUTES				HRS. _____ MIN. _____			
AIRCRAFT SEPARATION (ADJOINING AREAS)				ALTERNATE AIRPORT _____			
EMERGENCY FIELDS				PILOT'S NAME _____			
WEATHER CURRENT LOCAL		FORECAST LOCAL _____		PILOT'S ADDRESS _____			
WEATHER CURRENT SEARCH AREA		FORECAST SEARCH AREA _____		PILOT'S PHONE NO. _____			
MISSION BASE CALL SIGN		FREQUENCIES FM - VHF - HF _____		NO OF PERSONS ABOARD _____			
MOBILE CALL SIGN		FREQUENCIES FM - VHF _____		COLOR OF AIRCRAFT _____			
MOBILE LOCATIONS				PROPOSED LDG TIME _____			
WHO TO CONTACT AND WHEN				ACTUAL LDG TIME _____			
ACTIONS TO BE TAKEN IF SAR OBJECT IS LOCATED				FAA FLT PLAN CLOSED <input type="checkbox"/>			
CODEWORDS		RECALL _____ FIND _____		FAA FLT PLAN CLOSED <input type="checkbox"/>			



# CREW QUALIFICATION

**PILOT: Acft Type**   X   **Night**   X  

*Jet, Ram Maj.*

**Instrument**        **Mountain**   X  

**CO-PILOT: Mission**   X   **Trainee**       

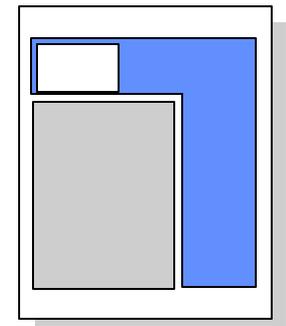
*Emall, Buz Capt.*

**OBSERVER: Mission**   X   **Trainee**       

*Coyote, Wilde E. 1Lt.*

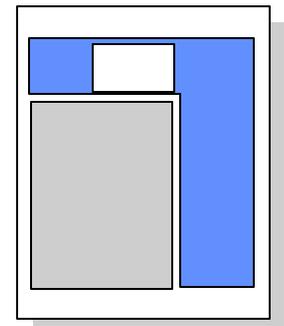
**OBSERVER: Mission**        **Trainee**   X  

*Lou, Euky SM.*



- CAP RADIO FREQ
- POLICE RADIO FREQ
- VOR
- ADF
- ELT
- NIGHT FLIGHT
- INSTRUMENT FLT
- FIRE EXTINGUISHER
- FIRST AID KIT

- SIGNAL PANELS
- FLARES
- MESSAGE DROPS
- SURVIVAL KIT
- TRANSPONDER
- DIRECTION FINDER
- GPS**
- 
- 



# FLIGHT PLAN INFO

CAP

FILED FAA

IFR  VFR

## AIRCRAFT NUMBER

***N8124U***

## AIRCRAFT TYPE

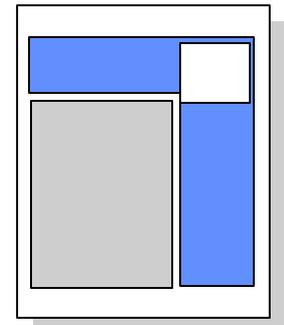
***C-182R***

## TRUE AIRSPEED

***120 Kts***

## POINT OF DEPARTURE

***E69 Payson, AZ***



POINT OF DEPARTURE
ETD/ATD
OUTBOUND / INBOUND ALTITUDE
ROUTE OF FLIGHT <b>Direct Grid 374 AD Direct E69</b>
DESTINATION AIRPORT
CITY <b>E69 Payson</b>
ESTIMATED TIME ENROUTE
HRS. MIN.
FUEL ON BOARD
HRS. MIN.
ALTERNATE AIRPORT <b>None</b>
PILOT'S NAME <b>Jet, Ram</b>
PILOT'S ADDRESS <b>727 Red Baron Road , Pine, AZ</b>
PILOT'S PHONE NO. <b>(520) 555-4142</b>
NO OF PERSONS ABOARD <b>4</b>
COLOR OF AIRCRAFT <b>Blue / White trim</b>
PROPOSED LDG TIME
ACTUAL LDG TIME
FAA FLT PLAN CLOSED <input type="checkbox"/>

**CREW QUALIFICATION**

PILOT: Acft Type  X  Night  X   
**Jet, Ram Maj.**

Instrument   Mountain  X

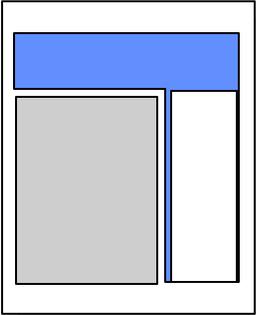
CO-PILOT: Mission  X  Trainee    
**Emal, Buz Capt.**

OBSERVER: Mission  X  Trainee    
**Coyote, Wilde E. 1Lt.**

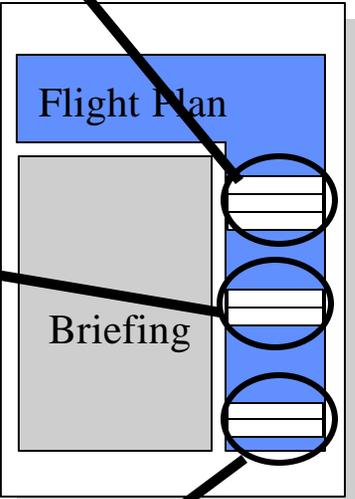
OBSERVER: Mission   Trainee  X   
**Lou, Euky SM.**

# Checks and Balances

Information Should Match

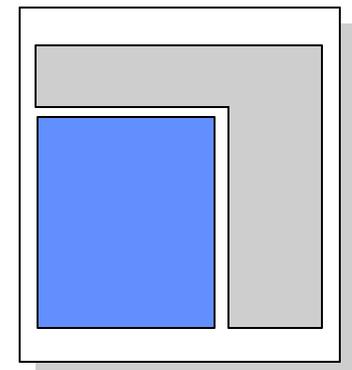


ETD/ATD	<b>06:30 LCL</b>
OUTBOUND / INBOUND ALTITUDE	<b>9500 / 8500</b>
ESTIMATED TIME ENROUTE	
<b>3</b> HRS. <b>30</b> MIN.	
FUEL ON BOARD	
<b>4</b> HRS. <b>30</b> MIN.	
PROPOSED LDG TIME	<b>10:00 LCL</b>
ACTUAL LDG TIME	



# THE BRIEFING

MISSION OBJECTIVES:	
SEARCH AREA / ROUTE (DESCRIPTION)	
TERRAIN / GROUND COVER	
TYPE OF SEARCH PATTERN(S)	
DIRECTION OF TRACKS	TRACK SPACING
SEARCH ALTITUDE	SEARCH AIRSPEED
HAZARDS TO FLIGHT	
MILITARY LOW ALTITUDE TRAINING ROUTES	
AIRCRAFT SEPARATION (ADJOINING AREAS)	
EMERGENCY FIELDS	
WEATHER CURRENT LOCAL	FORECAST LOCAL
WEATHER CURRENT SEARCH AREA	FORECAST SEARCH AREA
MISSION BASE CALL SIGN	FREQUENCIES FM - VHF - HF
MOBILE CALL SIGN	FREQUENCIES FM - VHF
MOBILE LOCATIONS	
WHO TO CONTACT AND WHEN	
ACTIONS TO BE TAKEN IF SAR OBJECT IS LOCATED	
CODEWORDS	
<div style="display: flex; justify-content: space-around;"> <span>RECALL</span> <span>FIND</span> </div>	



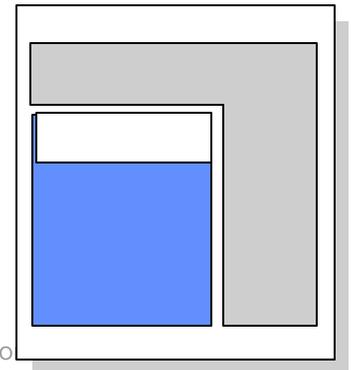
# Mission Objectives

## MISSION OBJECTIVES:

**Search and Rescue: Overdue Aircraft N12345 Green/White trim**

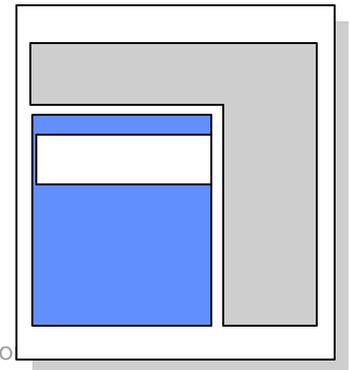
## SEARCH AREA / ROUTE (DESCRIPTION)

**Grid 374AD**



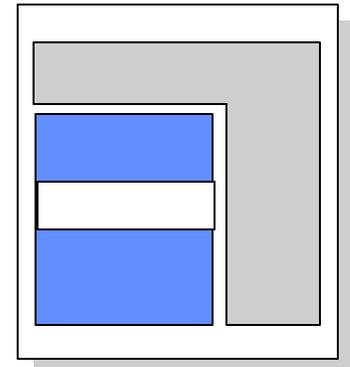
# Search Planning

TERRAIN / GROUND COVER <b>Mountains and Heavy Tree Cover</b>	
TYPE OF SEARCH PATTERN(S) <b>Contour and Parallel</b>	
DIRECTION OF TRACKS <b>East/West</b>	TRACK SPACING <b>1 NM</b>
SEARCH ALTITUDE <b>700 AGL</b>	SEARCH AIRSPEED <b>120 Kts</b>



# Hazardous Operations

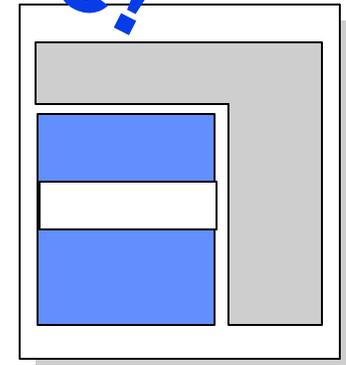
<b>HAZARDS TO FLIGHT</b> <b>High Tension Power Lined (North and South) High Mountains terrain</b>	
<b>MILITARY LOW ALTITUDE TRAINING ROUTES</b> <b>IR-423 and IR-357 Active</b>	
<b>AIRCRAFT SEPARATION (ADJOINING AREAS)</b> <b>345 CD 374BC 403AB</b>	
<b>EMERGENCY FIELDS</b> <b>None</b>	
<b>WEATHER CURRENT LOCAL</b> <b>Clear</b>	<b>FORECAST LOCAL</b> <b>1900Z -TRW</b>
<b>WEATHER CURRENT SEARCH AREA</b> <b>1000 SCR 4000 BRK 6000 OVC</b>	<b>FORECAST SEARCH AREA</b> <b>1900Z 1000 BRK 4000 OVC TRW</b>



# Hazardous Operations

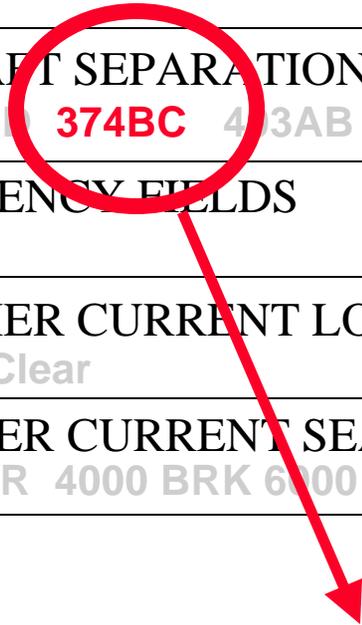
<b>HAZARDS TO FLIGHT</b> <b>High Tension Power Lined (North and South) High Mountains terrain</b>	
<b>MILITARY LOW ALTITUDE TRAINING ROUTES</b> <b>IR-423 and IR-357 Active</b>	
<b>AIRCRAFT SEPARATION (ADJOINING AREAS)</b> <b>345 CD 374BC 403AB</b>	
<b>EMERGENCY FIELDS</b> <b>None</b>	
<b>WEATHER CURRENT LOCAL</b> <b>Clear</b>	<b>FORECAST LOCAL</b> <b>1900Z -TRW</b>
<b>WEATHER CURRENT SEARCH AREA</b> <b>1000 SCR 4000 BRK 6000 OVC</b>	<b>FORECAST SEARCH AREA</b> <b>1900Z 1000 BRK 4000 OVC TRW</b>

*What's Wrong with this picture!*

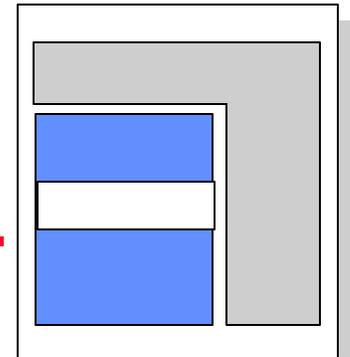


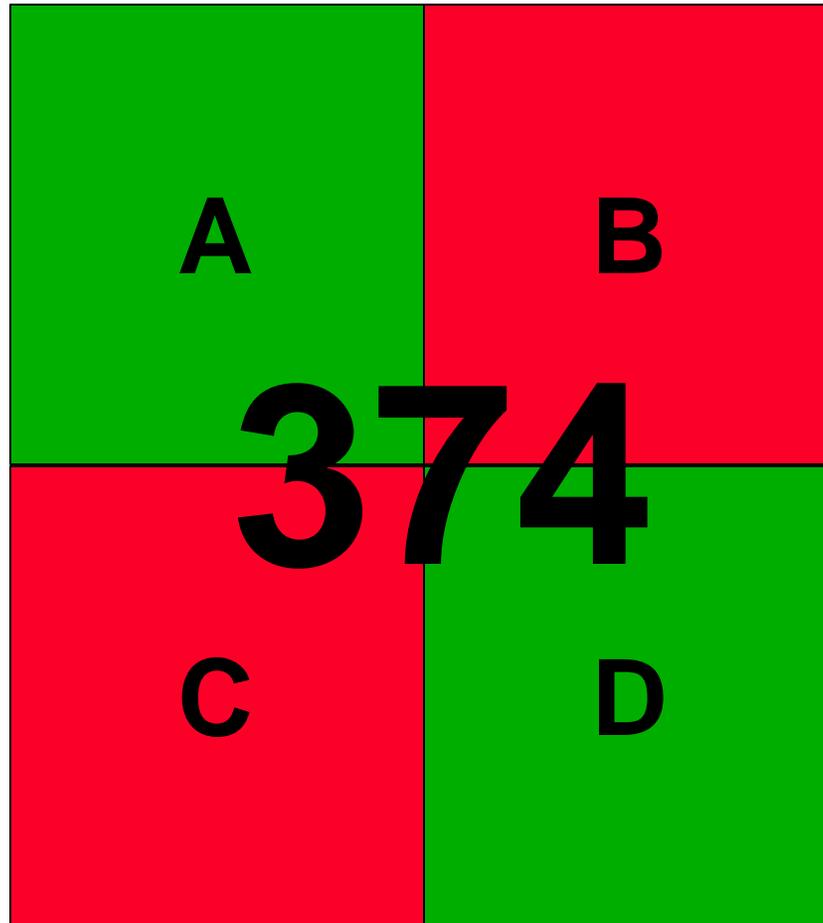
# Hazardous Operations

<b>HAZARDS TO FLIGHT</b> High Tension Power Lined (North and South) High Mountains terrain	
<b>MILITARY LOW ALTITUDE TRAINING ROUTES</b> IR-423 and IR-357 Active	
<b>AIRCRAFT SEPARATION (ADJOINING AREAS)</b> 345 CD <b>374BC</b> 403AB	
<b>EMERGENCY FIELDS</b> None	
<b>WEATHER CURRENT LOCAL</b> Clear	<b>FORECAST LOCAL</b> <b>1900Z -TRW</b>
<b>WEATHER CURRENT SEARCH AREA</b> 1000 SCR 4000 BRK 6000 OVC	<b>FORECAST SEARCH AREA</b> <b>1900Z 1000 BRK 4000 OVC TRW</b>



**An other aircraft in the same Gird!!!!**





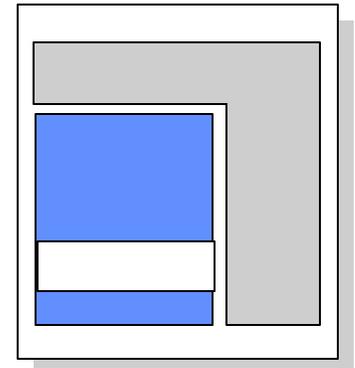
Your Assigned Grid      374AD

Another Assigned Grid    374BC



# Contacts

MISSION BASE CALL SIGN <b>Mission Base or RR 99</b>	FREQUENCIES FM - VHF - HF <b>FM 148.150 VHF 123.1</b>
MOBILE CALL SIGN <b>RR 111</b>	FREQUENCIES FM - VHF <b>FM 148.150</b>
MOBILE LOCATIONS <b>Grid 347</b>	



# Action Plan

## WHO TO CONTACT AND WHEN

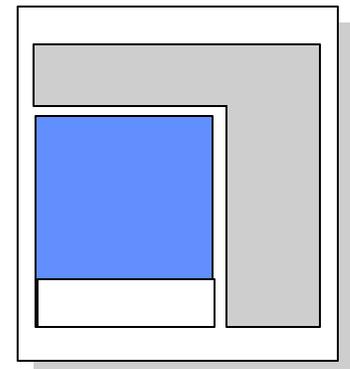
**Contact mission base within 10 minutes on every hour.**

## ACTIONS TO BE TAKEN IF SAR OBJECT IS LOCATED

**Contact mission base, don't not give out location until instructed.**

## CODEWORDS

RECALL **Come'on Back.** FIND **SunShine**



# Finishing Touches

***Mission Number!***

97M123

***Date***

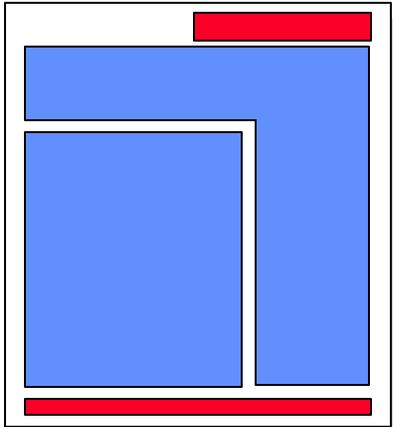
10 Oct 97

***Pilot's signature***

Ram Jet

***Operations signature***

***Clearance signature***



# Remember!

If it doesn't have a  
mission number,  
It didn't happen!

**Always put a mission number  
down on all papers!**

**Even on scrap paper**

**Don't Forget to  
Close Your FAA Flight Plan  
upon Arrival!**



**Found  
on  
Ground**

# THE ACCOUNTING

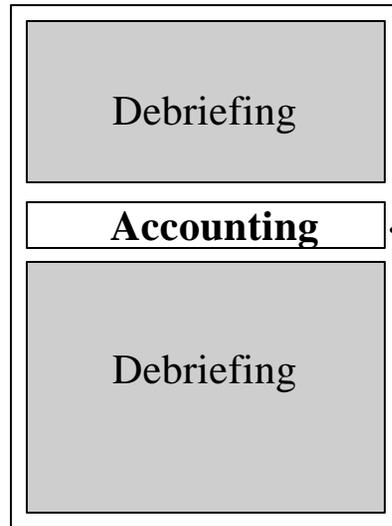
<b>Flying Time: Enroute ( <i>To / From grid</i> ) _____ Hrs</b>	<b>Search Time ( <i>in Grid</i> ) _____ Hrs</b>	<b>Total _____ Hrs</b>
---	---	------------------------

A vertical rectangular box with a white border and a light gray shadow. It is divided into three horizontal sections: a large gray rectangle at the top, a smaller blue rectangle in the middle, and another large gray rectangle at the bottom.

# THE ACCOUNTING

Flying Time: Enroute ( <i>To / From grid</i> ) _____ Hrs	Search Time ( <i>in Grid</i> ) _____ Hrs	Total _____ Hrs
--	---	-----------------

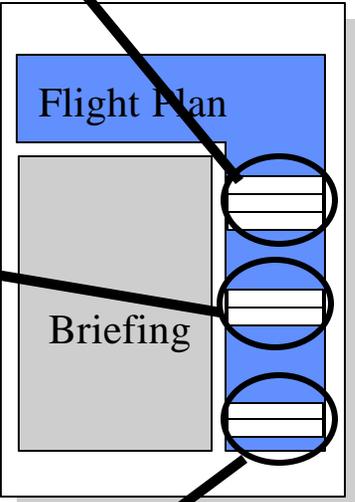
**Enroute + Search = Total Time**



ETD/ATD	<i>06:30 LCL</i>
	<b>7:09 LCL</b>
OUTBOUND / INBOUND ALTITUDE	<i>9500 / 8500</i>

ESTIMATED TIME ENROUTE	<i>3 HRS. 30 MIN.</i>
FUEL ON BOARD	<i>4 HRS. 30 MIN.</i>

PROPOSED LDG TIME	<i>10:00 LCL</i>
ACTUAL LDG TIME	<b>10:32 LCL</b>



# THE ACCOUNTING

Flying Time: Enroute ( <i>To / From grid</i> ) <u>1.0</u> Hrs	Search Time ( <i>in Grid</i> ) <u>2.5</u> Hrs	Total <u>3.5</u> Hrs
---	--	----------------------

**Enroute + Search = Total Time**

Clock Time  
**10:32 LCL**  
- **7:09 LCL**  

---

**3:23 or 3.4 Hours**

Total Time MUST! equal total Hobbs Time

Ending Hobbs	3455.8
Beginning Hobbs	3452.3
<hr/> Total Hobbs	<hr/> 3.5

**Clock time should come close**

# Every 6 minutes = 1/10 hour

<b>6 minutes</b>	<b>→</b>	<b>0.1 hours</b>
<b>12 minutes</b>	<b>→</b>	<b>0.2 hours</b>
<b>18 minutes</b>	<b>→</b>	<b>0.3 hours</b>
<b>24 minutes</b>	<b>→</b>	<b>0.4 hours</b>
<b>30 minutes</b>	<b>→</b>	<b>0.5 hours</b>
<b>36 minutes</b>	<b>→</b>	<b>0.6 hours</b>
<b>42 minutes</b>	<b>→</b>	<b>0.7 hours</b>
<b>48 minutes</b>	<b>→</b>	<b>0.8 hours</b>
<b>54 minutes</b>	<b>→</b>	<b>0.9 hours</b>
<b>60 minutes</b>	<b>→</b>	<b>1.0 hours</b>

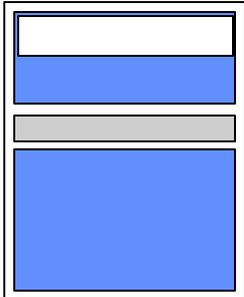
# THE DEBRIEFING

TYPE OF SEARCH: Visual _____ Electronic _____		SEARCH PATTERNS USED:			
SEARCH VISIBILITY: (Distance you can see an auto clearly) _____ NM		SEARCH ALTITUDE: (Above ground) _____ AGL		SEARCH SPEED: _____ Kts	TRACK SPACING: _____ NM
SECTIONAL GRIDS SEARCHED: (Numbers) #	A B C D,	#	A B C D,	#	A B C D,
SEARCHED: Route / Electronically _____ to _____ to _____ to _____					
TIME OF DAY: _____ to _____		Crew Comments about Effectiveness Exec _____ Good _____ Fair _____ Poor _____			
OBSERVERS/ SCANNERS: Number _____		Crew Remarks of SAR Effectiveness			
TERRAIN: Flat _____	Rolling Hills _____	Rugged Hills _____	Mtns _____	TURBULENCE: Light _____	Mod _____
COVER: Open _____	Moderate _____	Heavy _____	Light Snow _____	Deep Snow _____	
COORDINATES OF SIGHTINGS: (Lat / Long)				VOR Radials	
NOTE: If part of grid as searched, draw area covered below in relation to landmarks. indicate sightings.					



# What did you do?

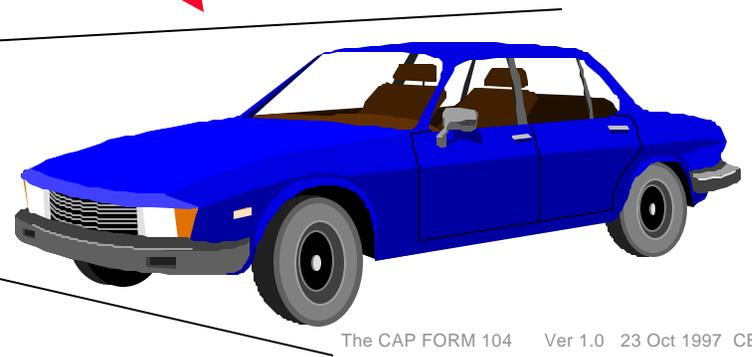
TYPE OF SEARCH: Visual <u><b>X</b></u> Electronic _____		SEARCH PATTERNS USED: <b>Contour and Parallel</b>			
SEARCH VISIBILITY: ( <i>Distance you can see an auto clearly</i> ) <u><b>3</b></u> NM		SEARCH ALTITUDE: ( <i>Above ground</i> ) <u><b>700</b></u> AGL		SEARCH SPEED: <u><b>100</b></u> Kts	TRACK SPACING: <u><b>1</b></u> NM
SECTIONAL GRIDS # SEARCHED: ( <i>Numbers</i> ) <u><b>374</b></u>	<u><b>A</b></u> B C D,	# <u><b>346</b></u>	A B <u><b>C</b></u> D,	#	A B C D,
SEARCHED: Route / Electronically <u><b>N/A</b></u> to _____ to _____ to _____					
TIME OF DAY: <u><b>07:30</b></u> to <u><b>10:00</b></u>		Crew Comments about Effectiveness Exec <u><b>X</b></u> Good _____ Fair _____ Poor _____			
OBSERVERS/ SCANNERS: Number <u><b>3</b></u>		Crew Remarks of SAR Effectiveness <b>The coffee' mocha could have used a touch more cinnamon</b>			



# Search Visibility

TYPE OF SEARCH: Visual <input checked="" type="checkbox"/> Electronic <input type="checkbox"/>		SEARCH PATTERNS USED: <b>Contour and Parallel</b>			
SEARCH VISIBILITY: ( Distance you can see an auto clearly ) <b>3</b> NM		SEARCH ALTITUDE: ( Above ground ) <b>700</b> AGL	SEARCH SPEED: <b>100</b> Kts	TRACK SPACING: <b>1</b> NM	
SECTIONAL GRIDS SEARCHED: ( Numbers ) # <b>374</b>	<b>A</b> B C D,	# <b>346</b>	A B <b>C</b> D,	#	A B C D,
SEARCHED: Route / Electronically <b>N/A</b> to to to					
TIME OF DAY: <b>07:30</b> to <b>10:00</b>	Crew Comments about Effectiveness Exec <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/>				
OBSERVERS/ SCANNERS: Number <b>3</b>	Crew Remarks of SAR Effectiveness <b>The coffee' mocha could have used a touch more cinnamon</b>				

**How far can you see a car and recognize it as a car?**



# Crew Effectiveness Factors

## (Ten for ten)

**Rate each item from 1 to 10**

- Ability to maintain optimum altitude and airspeed**
- Favorable meteorological visibility and weather conditions**
- Nature of terrain and/or sea conditions**
- Optimum track spacing and track spacing flown**
- Qualification and availability of scanners**
- Accuracy of navigation ( consider aid used and available)**
- Enough time in search area to allow thorough search**
- Attitude and physical condition of search crew after flight**
- Adequate crew rest before flight**
- Quality of lunches, coffee, water, etc.**

# Crew Effectiveness Factors

**Add them up**

Ability to maintain optimum altitude and airspeed	8
Favorable meteorological visibility and weather conditions	6
Nature of terrain and/or sea conditions	5
Optimum track spacing and track spacing flown	9
Qualification and availability of scanners	9
Accuracy of navigation ( consider aid used and available)	8
Enough time in search area to allow thorough search	9
Attitude and physical condition of search crew after flight	6
Adequate crew rest before flight	10
Quality of lunches, coffee, water, etc.	6
	<hr/>
	76 %

# Crew Effectiveness Factors

**Rate the Result**

**100 to 80 % Excellent**

**80 to 60 % Good**

**60 to 40 % Fair**

**40 to 10 % Poor**

**at 76 % Crew Effectiveness is Good**

**TERRAIN:** Flat   X   Rolling Hills        Rugged Hills        Mtns       

**TURBULENCE:** Light        Mod   X   Heavy       

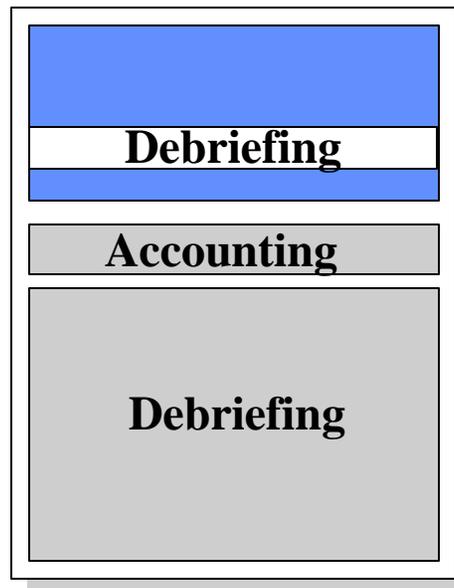
**COVER:**  
Open     Moderate     Heavy   X   Light Snow     Deep Snow

**TERRAIN:** Flat 70% Rolling Hills 10% Rugged Hills 20% Mtns 10%

**TURBULENCE:** Light 10% Mod 20% Heavy \_\_\_\_\_

**COVER:**

Open 50% Moderate 20% Heavy 15% Light Snow 10% Deep Snow 5%



# TERRAIN:



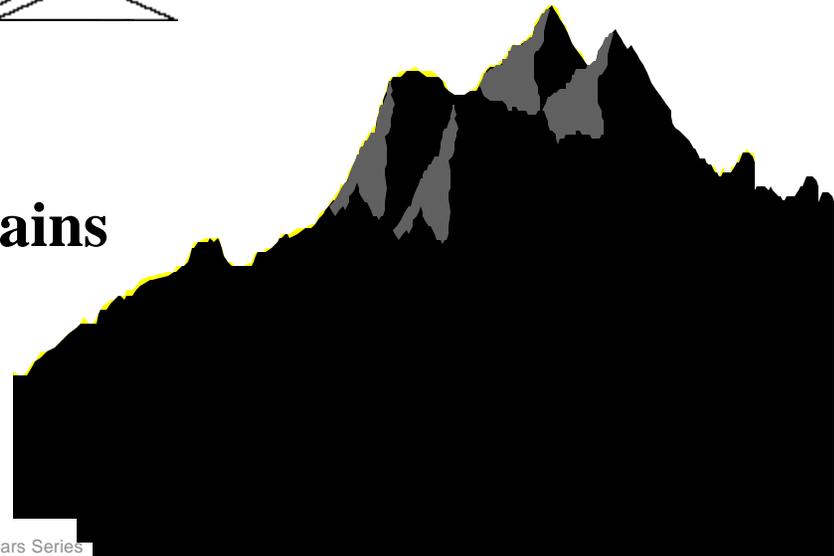
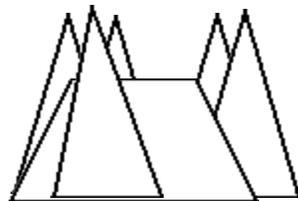
**Rolling  
Hills**



**Rugged  
Hills**

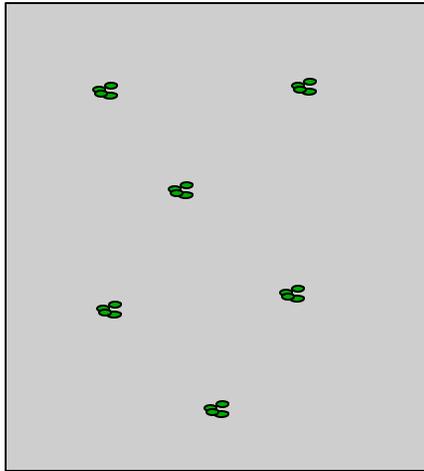


**Mountains**

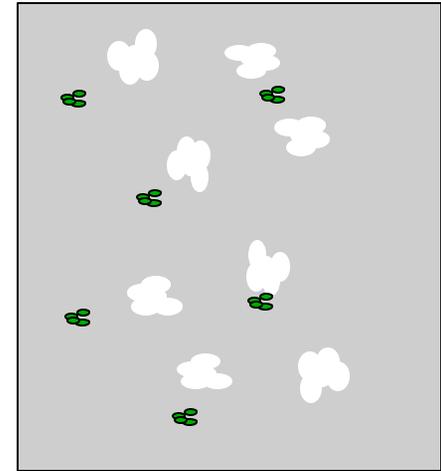


# COVER:

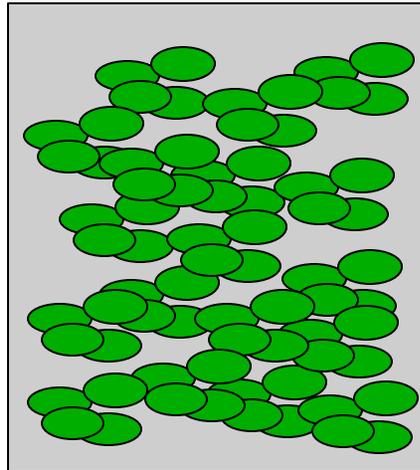
## Open



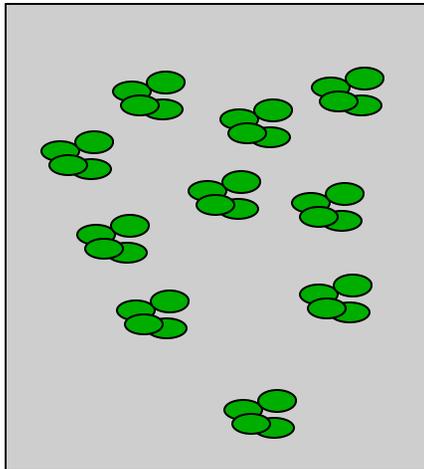
## Light Snow



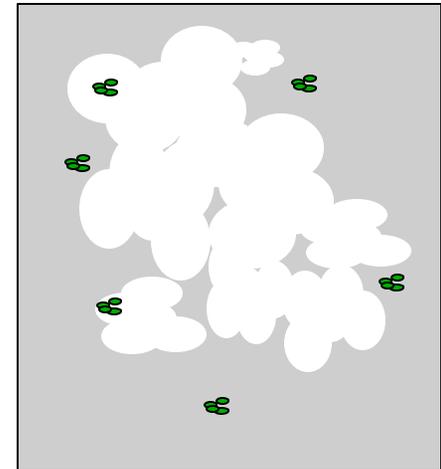
## Heavy



## Moderate

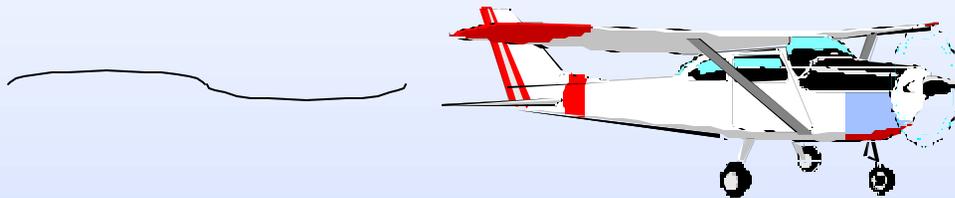


## Deep Snow

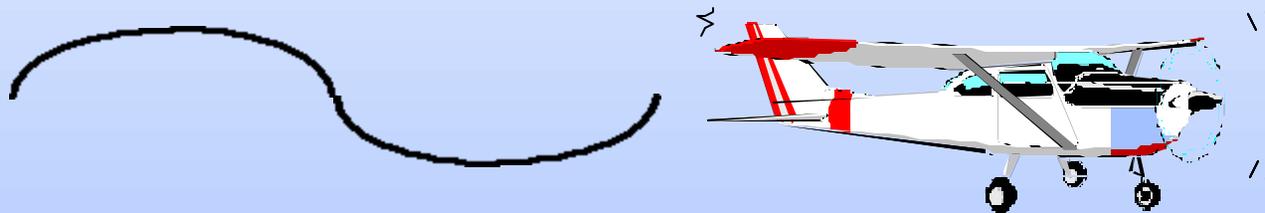


# TURBULENCE:

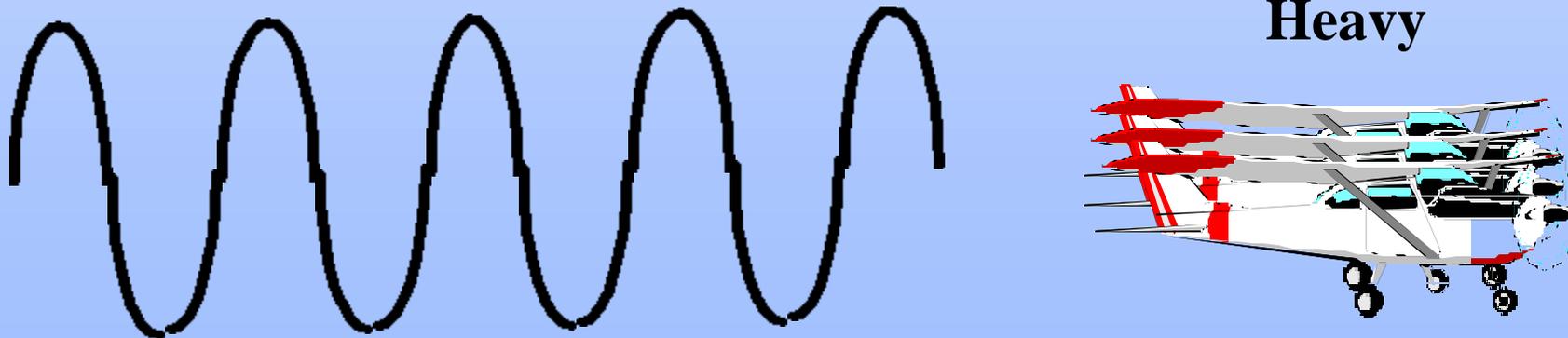
**Light**



**Moderate**



**Heavy**



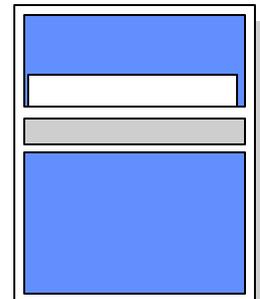
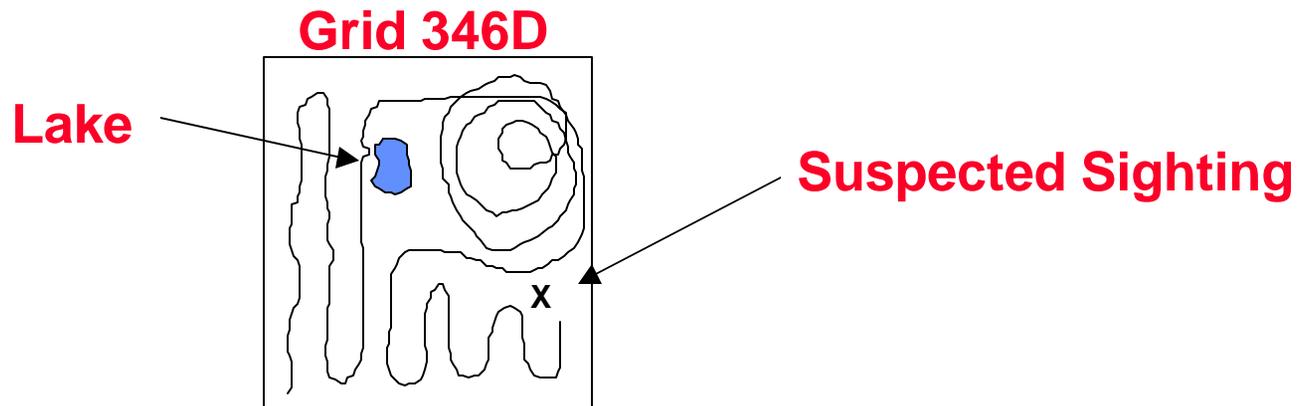
COORDINATES OF  
SIGHTINGS: ( *Lat / Long* )

**33° 54' 23" 114° 46' 58" GPS**

VOR  
Radials

**120° PHX 280° DLG**

NOTE: If part of grid as searched, draw area covered below in relation to landmarks. indicate sightings.



OPEN, FLAT TERRAIN				
SEARCH ALTITUDE (AGL)	SEARCH VISIBILITY			
Track Spacing	1 m	2 m	3m	4 m

500 Ft				
.5 mi	35%	60%	75%	75%
1.0	20	35	50	50
1.5	15	25	35	40
2.0	10	20	30	30

700 Ft				
.5 mi	40%	60%	75%	80%
1.0	20	35	50	55
1.5	15	25	30	40
2.0	10	20	30	35

1000 Ft				
.5 mi	40%	65%	80%	85%
1.0	25	40	55	60
1.5	15	30	40	45
2.0	15	20	30	35

MODERATE TREE COVER AND OR HILLY				
SEARCH ALTITUDE (AGL)	SEARCH VISIBILITY			
Track Spacing	1 m	2 m	3m	4 m

500 Ft				
.5 mi	20%	35%	50%	50%
1.0	10	20	30	30
1.5	5	15	20	20
2.0	5	10	15	15

700 Ft				
.5 mi	20%	35%	50%	55%
1.0	10	20	30	35
1.5	10	15	20	25
2.0	5	10	15	20

1000 Ft				
.5 mi	25%	40%	55%	60%
1.0	15	20	30	35
1.5	10	15	20	25
2.0	5	10	15	20

HEAVY TREE COVER AND OR VERY HILLY				
SEARCH ALTITUDE (AGL)	SEARCH VISIBILITY			
Track Spacing	1 m	2 m	3m	4 m

500 Ft				
.5 mi	10%	20%	30%	30%
1.0	5	10	15	50
1.5	5	5	10	10
2.0	5	5	10	10

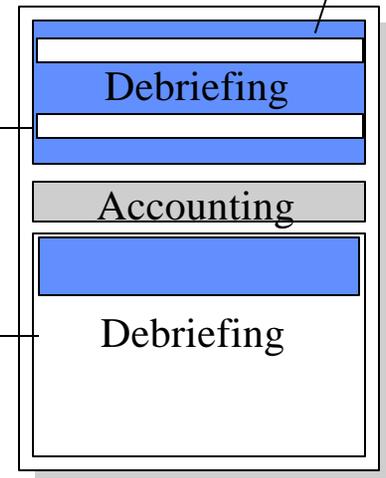
700 Ft				
.5 mi	10%	20%	30%	35%
1.0	5	10	15	20
1.5	5	5	10	15
2.0	5	5	10	10

1000 Ft				
.5 mi	15%	20%	30%	35%
1.0	5	10	15	20
1.5	5	10	10	15
2.0	5	5	10	10

SEARCH VISIBILITY: (Distance you can see an auto clearly) <u>3</u> NM	SEARCH ALTITUDE: (Above ground) <u>700</u> AGL	SEARCH SPEED: <u>100</u> Kts	TRACK SPACING: <u>1.0</u> NM
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TERRAIN: Flat <u>30%</u>	Rolling Hills <u>60%</u>	Rugged Hills <u>10%</u>	Mtns _____
COVER: Open <u>40%</u>	Moderate <u>60%</u>	Heavy _____	Light Snow _____ Deep Snow _____

OPEN, FLAT TERRAIN					MODERATE TREE COVER AND OR HILLY					HEAVY TREE COVER AND OR VERY HILLY				
SEARCH ALTITUDE (AGL)	SEARCH VISIBILITY				SEARCH ALTITUDE (AGL)	SEARCH VISIBILITY				SEARCH ALTITUDE (AGL)	SEARCH VISIBILITY			
Track Spacing	1 m	2 m	3 m	4 m	Track Spacing	1 m	2 m	3 m	4 m	Track Spacing	1 m	2 m	3 m	4 m
<b>500 Ft</b>					<b>500 Ft</b>					<b>500 Ft</b>				
.5 mi	35%	60%	75%	75%	.5 mi	20%	35%	50%	50%	.5 mi	10%	20%	30%	30%
1.0	20	35	50	50	1.0	10	20	30	30	1.0	5	10	15	50
1.5	15	25	35	40	1.5	5	15	20	20	1.5	5	5	10	10
2.0	10	20	30	30	2.0	5	10	15	15	2.0	5	5	10	10
<b>700 Ft</b>					<b>700 Ft</b>					<b>700 Ft</b>				
.5 mi	40%	60%	75%	80%	.5 mi	20%	35%	50%	55%	.5 mi	10%	20%	30%	35%
1.0	20	35	50	55	1.0	10	20	30	35	1.0	5	10	15	20
1.5	15	25	30	40	1.5	10	15	20	25	1.5	5	5	10	15
2.0	10	20	30	35	2.0	5	10	15	20	2.0	5	5	10	10
<b>1000 Ft</b>					<b>1000 Ft</b>					<b>1000 Ft</b>				
.5 mi	40%	65%	80%	85%	.5 mi	25%	40%	55%	60%	.5 mi	15%	20%	30%	35%
1.0	25	40	55	60	1.0	15	20	30	35	1.0	5	10	15	20
1.5	15	30	40	45	1.5	10	15	20	25	1.5	5	10	10	15
2.0	15	20	30	35	2.0	5	10	15	20	2.0	5	5	10	10



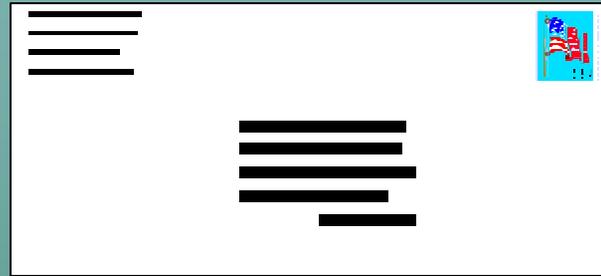
# **Now That it's Time to Return Home.**

**Fill out two copies of the returning CAPF-104  
Leave one at the mission base.**

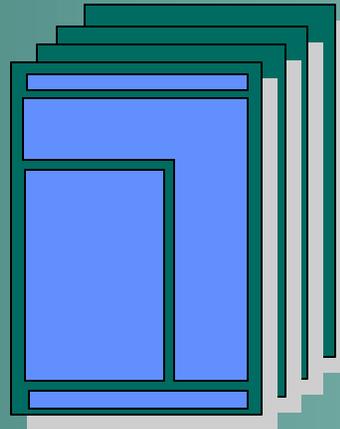
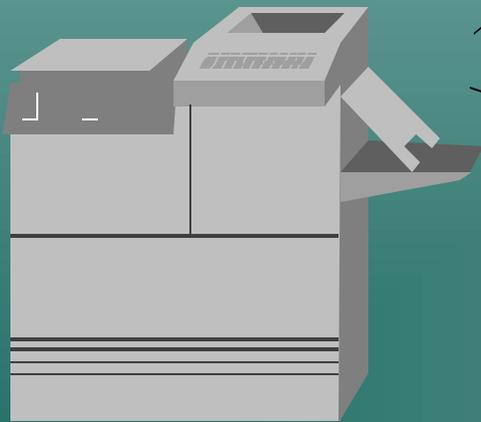
## **Upon Arrival at Your Home Base**

- ✈ Close Your Flight Plan.**
- ✈ Secure and Refuel the Aircraft.**
- ✈ Finish the Paperwork**
- ✈ Address and Stamp the Envelope**
- ✈ Send the 104 to Wing HQ.**

# ALWAYS MAKE COPIES



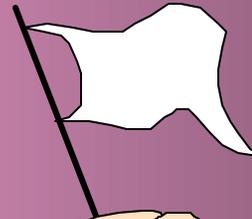
Send the originals





**VS.**

1992						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	





# **Last Words**

**The job is not finished until  
all the paper work is done!**

