
AIR FORCE RESCUE COORDINATION CENTER



2008 ANNUAL REPORT

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GENERAL INFORMATION

MISSION

The Commander, 1st Air Force is the Inland Aeronautical SAR Coordinator and the AFRCC is designated the Search and Rescue (SAR) Mission Coordinator (SMC) for the aeronautical SRR corresponding to the continental US other than Alaska. The AFRCC seeks to encourage a cooperative SAR network and help coordinate assistance for persons in distress.

CHARTER

Continuously building a coordinated Search and Rescue network ensuring timely, effective lifesaving operations WHENEVER and WHEREVER needed through Cooperation, Coordination and Education.

AUTHORITY

The AFRCC's mission is derived from International Treaty (Chicago Convention, as amended 2006) and the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual. These international requirements are satisfied via the National Search and Rescue Plan (NSP) and the National Search and Rescue Manual (NSM). The NSP and NSM provide the United States a national plan for coordinating SAR services to meet our domestic needs and international commitments. Further implementing guidance is provided in Department of Defense Directive 3003.01, DoD Support to Civil Search and Rescue.

TASKING AUTHORITY

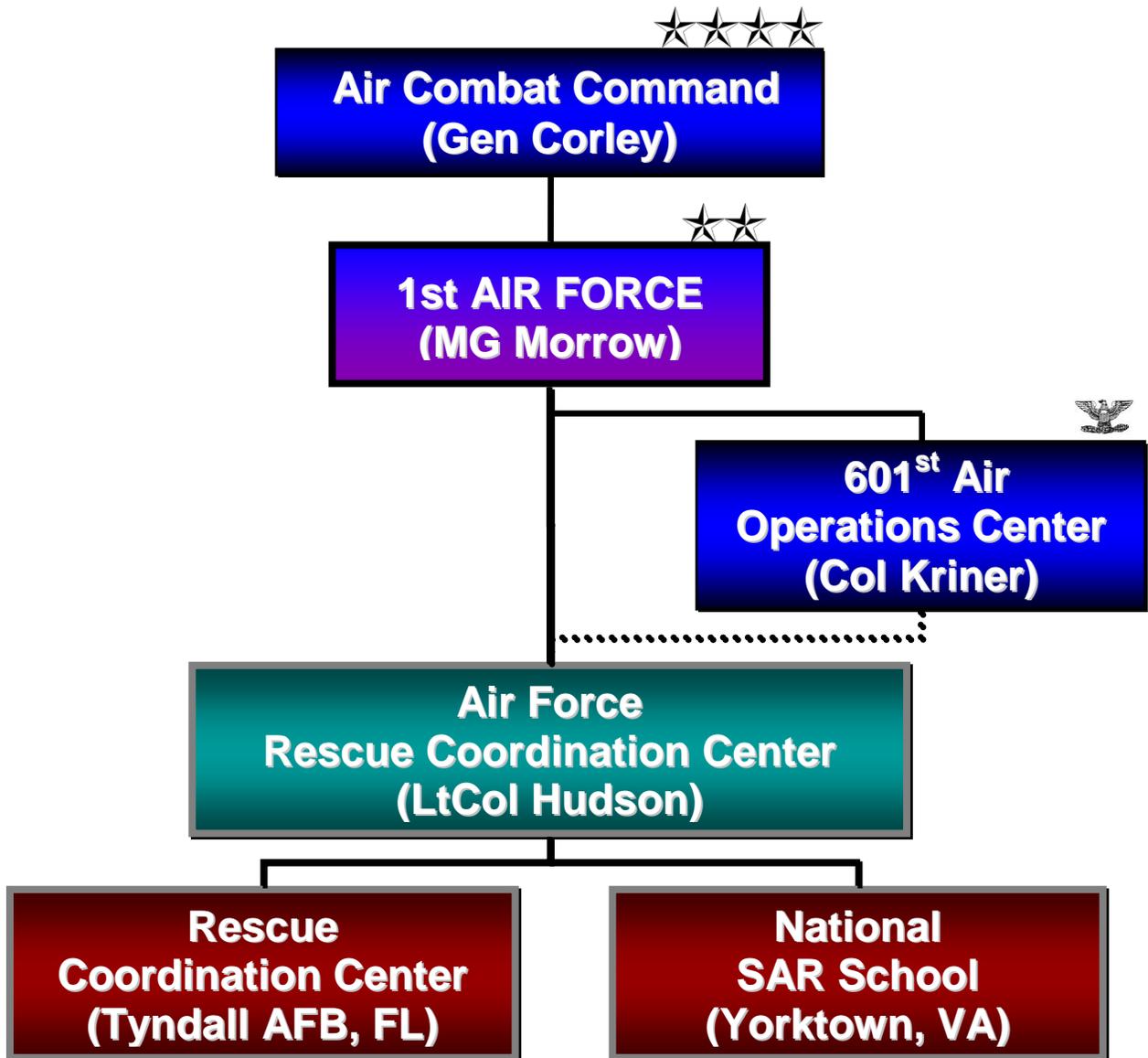
The AFRCC is has no command or control authority. The AFRCC supports domestic civil authorities by coordinating DoD civil SAR service to the fullest extent practicable on a non-interference basis with primary military duties according to applicable national directives, plans, guidelines, and agreements. No DoD resources are assigned or tasked for the aeronautical civil SAR mission.

RESPONSIBILITIES

The AFRCC is the SMC for incidents and missions involving overdue General Aviation (GA) interstate flights, DoD aircraft, commercial aircraft and missions of national concern, (e.g. National Special Security Events and Special Events Homeland Security). The SMC operates with the full operational authority of the Inland SAR Coordinator.

- Emergency Beacon Alerts. The AFRCC receives all COSPAS-SARSAT emergency beacon distress signals registered to the US or originating from its SRR. The center investigates the signal in coordination with federal, state, and local officials and determines the required type and scope of response.
- Through SAR Agreements with other SAR Coordinators (SCs) and their SMCs, the unit may be a coordinating authority for specific Inland SAR events. These events include Mercy, Patient Transport, Search, Rescue, and Search and Rescue Unit (SRU) Transport.
- SAR Assistance. The AFRCC coordinates federal SAR capabilities (both Aeronautical and Inland) at the request of other designated RCCs, Federal and State SAR coordinators in support of their civil SAR operations.

AFRCC ORGANIZATION



TEN YEAR SYNOPSIS

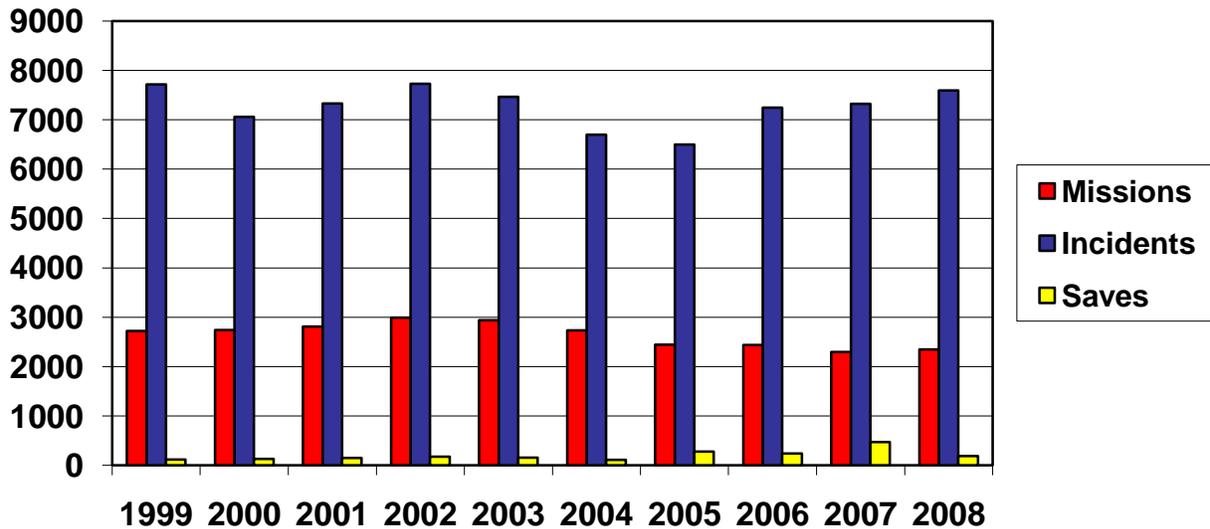
Our yearly activity table illustrates the unit's total operational workload (missions and incidents) over the past ten years. This year ended with a one percent increase in mission activity from the last; incidents increased by one percent and saves decreased by 59 percent.

MISSION: A SAR operation that requires a federal asset(s) to be activated to search for, rescue a, and/or assist a distressed, or perceived distressed, aircraft (or other craft) or persons on board.

INCIDENT: A SAR investigative operation conducted without deploying a SAR unit (SRU).

SAVE: An objective was in a distress situation and could not affect a self-recovery and was located alive.

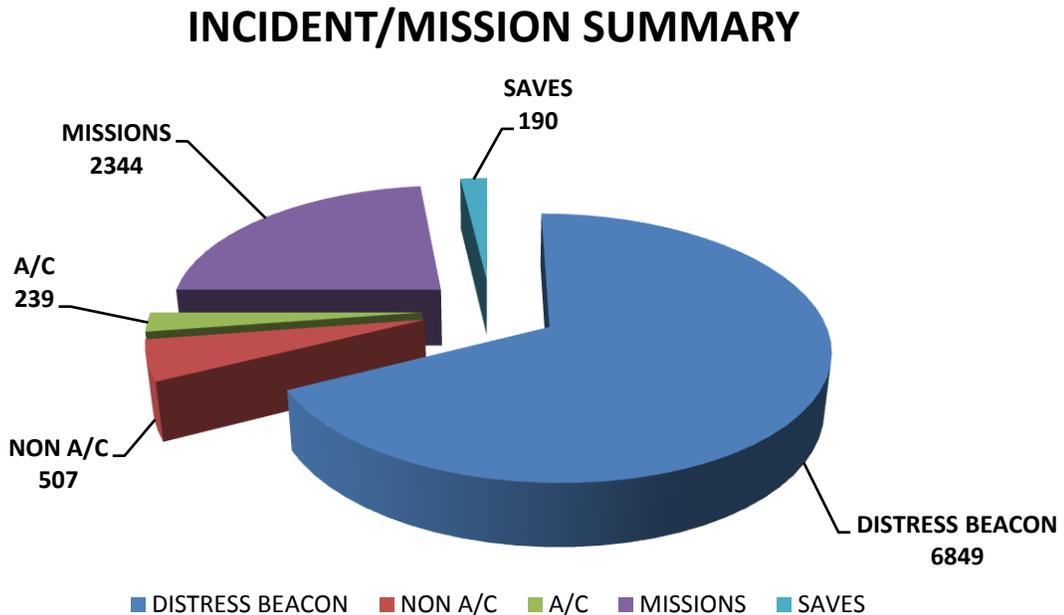
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
MISSIONS	2719	2739	2814	2989	2937	2734	2441	2438	2296	2344
INCIDENTS	7717	7062	7333	7728	7465	6697	6500	7249	7322	7595
SAVES	119	129	149	173	154	107	275	237	468	190



INCIDENT/MISSION SUMMARY

The incident/mission summary identifies the total number of incidents, number of distress beacon incidents, number of non-aircraft incidents, aircraft incidents, total number of missions and the number of saves the AFRCC handled during 2008.

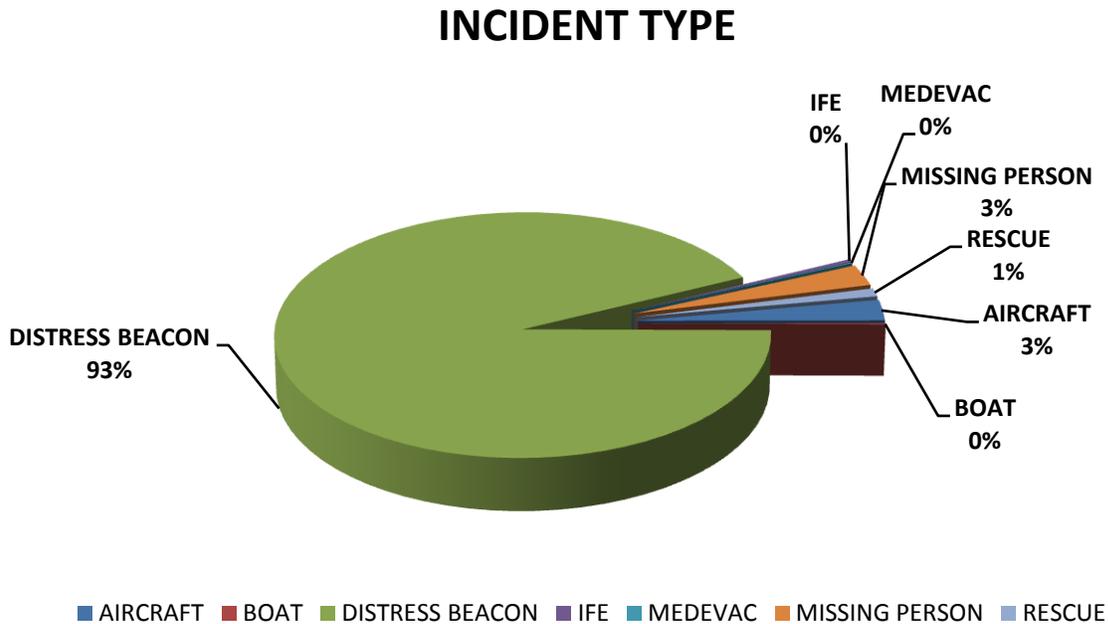
The AFRCC received, investigated and correlated over 146,270 SAR related calls from the Federal Aviation Administration, DoD units, US Mission Control Center, state agencies and local sheriffs. Through telephone investigations, the AFRCC resolved 5251 of the 7595 incidents without going to mission; saving approximately \$6M and 378K man hours. The AFRCC coordinated 2344 missions resulting in 190 lives saved.



SUMMARY	NUMBER
DISTRESS BEACON INCIDENTS	6849
NON-A/C INCIDENTS	507
A/C INCIDENTS.....	239
MISSIONS	2344
SAVES	190

ACTIVITY BY INCIDENT TYPE

The AFRCC investigates and coordinates numerous incident types each month. During 2008, the AFRCC investigated the following incident types: Aircraft (Search for a missing or overdue aircraft), Boat (Search for a missing vessel), distress beacons (Search for a ELT/EPIRB/PLB), MEDEVAC (Evacuation for medical reasons; e.g. transport a patient from one fixed medical facility to another.), Missing Person (Search for a missing person or persons), Rescue (Extraction from a known location), and In-Flight Emergencies (IFE). The chart below displays the distribution of AFRCC incidents/missions by incident/mission type for the month.

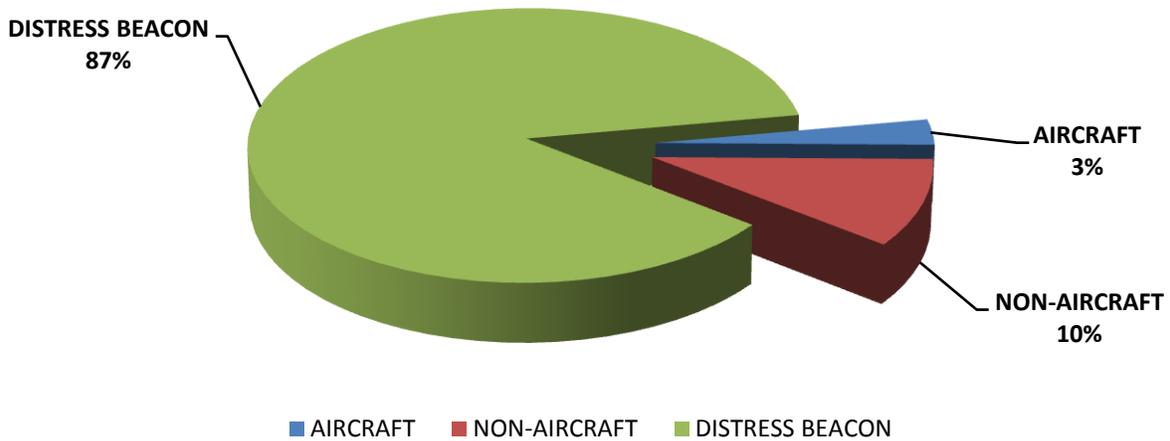


TYPE.....	NUMBER
DISTRESS BEACON	6849
AIRCRAFT	202
IFE	27
BOAT	11
MISSING PERSON	205
RESCUE.....	80
MEDEVAC.....	9

ACTIVITY BY MISSION TYPE

The AFRCC investigates and coordinates numerous mission types each month. During 2008, the AFRCC coordinated the following mission types: Aircraft, Non-Aircraft (Boat, MEDEVAC, Missing Person, Rescue, IFE), and Distress Beacons. The chart below displays the distribution of AFRCC missions by type for the month.

MISSION TYPE



TYPE.....	NUMBER
DISTRESS BEACON	2034
AIRCRAFT	70
NON-AIRCRAFT	240

MONTHLY OPERATIONAL ACTIVITY

The Monthly Operational Activity charts the monthly workload by incident category, total missions and total saves.

	ELT	NON-AIRCRAFT (NOTE 1)	AIRCRAFT	TOTAL INCIDENTS	TOTAL MISSIONS	SAVES
JAN	431	38	16	485	146	17
FEB	530	20	20	570	186	18
MAR	579	42	17	638	204	8
APR	603	38	22	663	194	6
MAY	603	42	27	672	210	19
JUN	584	49	23	656	214	19
JUL	650	58	25	733	230	24
AUG	621	58	24	703	217	25
SEP	585	50	14	649	210	23
OCT	575	42	12	629	197	20
NOV	541	35	22	598	178	7
DEC	547	35	17	599	158	4
TOTAL	6849	507	239	7595	2344	190

NOTE 1: Non-aircraft missions include missing persons, rescues, MEDEVAC, MERCY and SRU transports.

INCIDENT/MISSION RESULTS

The AFRCC investigated 7595 total incidents which resulted in 2344 missions in 2008. The chart below shows the outcome of those incidents/missions.

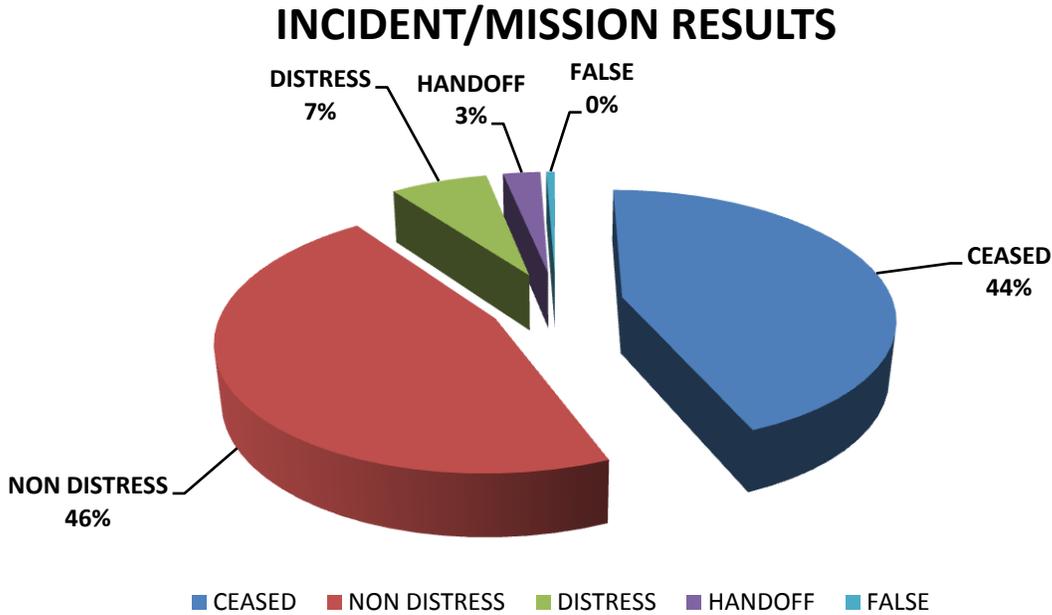
CEASED: The beacon is no longer being picked up by the source(s) that originally heard the signal (SARSAT, aircraft, ground station, etc.).

NON-DISTRESS: The incident resulted in a situation where a mishap did not occur, e.g. accidental activation.

DISTRESS: A situation that without the employment of SAR forces the person (s) involved may not have survived (e.g. Missing Person, Aircraft, Rescue, etc.). For a distress beacon case, the beacon activation was caused by a known/unknown aircraft accident.

HAND-OFF: The incident/mission was passed to another Search and Rescue Region.

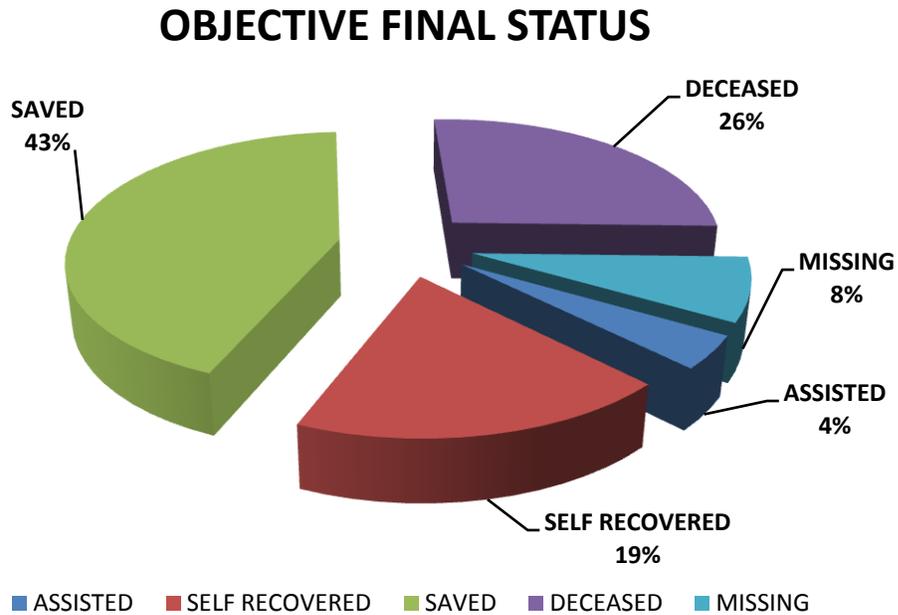
FALSE: Erroneous reporting of emergency situation.



RESULT.....	NUMBER
CEASED	3236
NON DISTRESS	3410
DISTRESS	507
HANDOFF	195
FALSE.....	45

OBJECTIVE FINAL STATUS

In 2008, there were 442 incidents/missions that the objective of the search was a distressed individual. The objective final status chart displays the results of aircraft and non-aircraft incidents/mission that are not correlated to distress beacons.

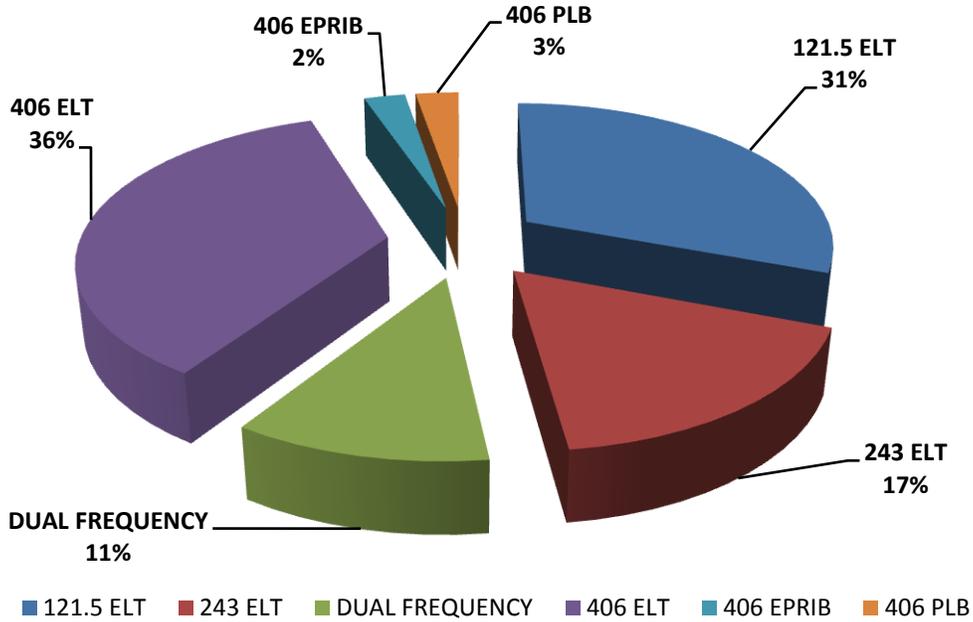


RESULT.....	NUMBER
ASSISTED	18
SELF RECOVERED.....	83
SAVED.....	190
DECEASED.....	116
MISSING.....	35

DISTRESS BEACON BREAKDOWN

The AFRCC coordinated a total of 6849 distress beacon incidents. Of those incidents, 2797 were 406 Mhz beacons and 4052 incidents were either 121.5 or 243.0 Mhz beacons. The chart below breaks down the incidents by the type of distress beacon.

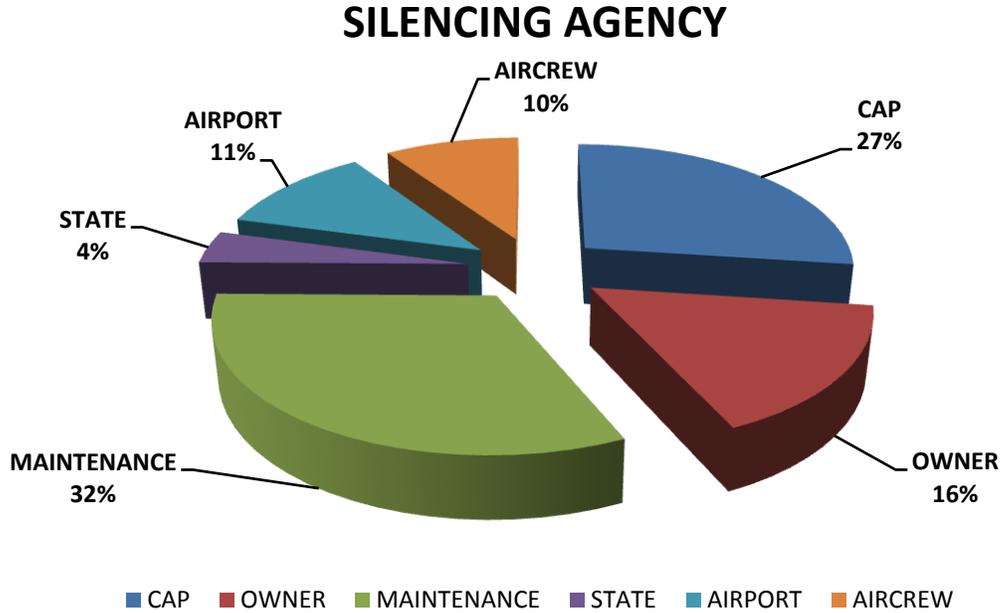
DISTRESS BEACON BREAKDOWN



TYPE.....	NUMBER
121.5 ELT.....	2108
243.0 ELT.....	1182
DUAL FREQUENCY.....	762
406 ELT.....	2439
406 EPRIB.....	175
406 PLB.....	183

DISTRESS BEACON SILENCING

3360 distress beacons were silenced by agencies that worked directly w/ the AFRCC to resolve incidents/missions. The chart below displays the agencies that silenced the beacons, and the percentage of all beacon incidents/missions.

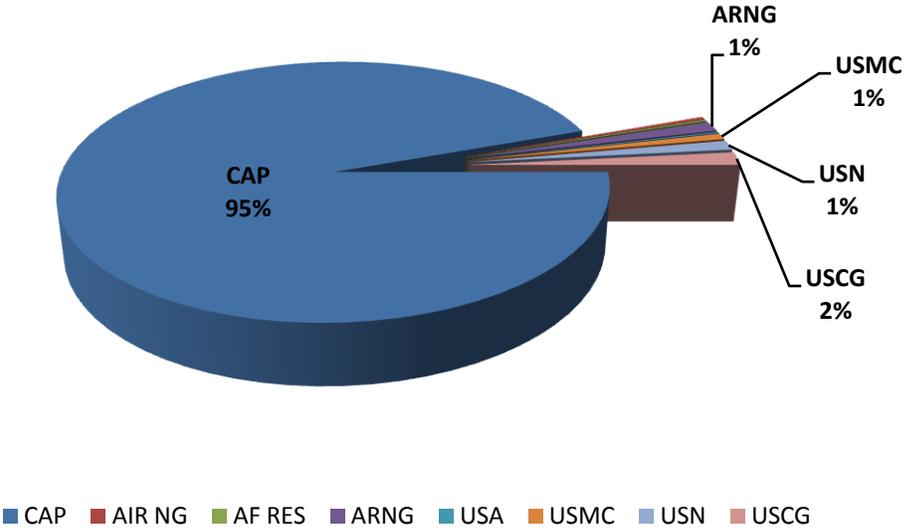


AGENCY	NUMBER
CAP.....	911
OWNER	543
MAINTENANCE.....	1073
STATE.....	137
AIRPORT	378
AIRCREW	318

FEDERAL RESOURCES

The AFRCC requests assistance from numerous federal resources, with Civil Air Patrol (CAP) being the most requested resource. In 2008, CAP accounted for 95% of the resources requested. The chart below identifies the resource requested and the percent of incidents/missions they performed.

FEDERAL RESOURCES REQUESTED



AGENCY	NUMBER
CAP.....	1906
AIR NG	7
AF RES.....	4
ARNG.....	25
USA	3
USMC.....	15
USN	24
USCG.....	33

RADAR FORENSICS INFORMATION

The AFRCC utilized radar data from 84th RADES and CO CAP 33 times to resolve incidents and missions during 2008. Below is the breakdown of missions for each.

FEBRUARY

Mission #08M0191A – Bermuda Dunes, California – N354TJ

Assist mission with California OES to locate N354TJ, departed Bermuda Dunes heading to Chino, CA. Aircraft reported overdue by fellow Aero Club member. CO CAP provided radar data and the aircraft wreckage was located 1.4 miles from radar position provided. Distress – 4 Deceased.

Mission #08M0278 – Cumberland, Maryland – N3815T

FAA ALNOT notification for N3815T, departed Greater Cumberland Regional Airport for a local flight. CO CAP and RADES provided radar data and the aircraft wreckage was located 8.4 miles from the radar position provided. Distress – 2 Deceased.

Mission #08M0156A – Taft, California – N96KR

FAA ALNOT notification for N96KR, departed from Taft Field and headed to New Cuyama Airport then back to Taft Field, and failed to return. CO CAP could not provide radar data as the pilot turned off the transponder before take-off and unable to locate from the radar data. Distress – 2 deceased.

Mission #08M0201 – Rochester, Minnesota – N3537V

FAA ALNOT for family concern for N3537V, departed New Richmond to Okaloosa, IA. RADES provided radar data and the aircraft was located 3.27 miles from the radar position provided. Distress – 1 Deceased.

MARCH

Mission #08M0381 – Roanoke, VA – N7492S

Aircraft N7492S, a Butler Aerostar 601 violated the NCD and was directed to land at Roanoke. The aircraft disregarded the order and dropped off radio/radar. CO CAP provided radar data. The aircraft had landed at Elk City, OK for fuel. The ALNOT was cancelled after the aircraft was found. Non-Distress.

Mission #08M0486 – Venice, FL – N465TC

Eye-witness reports of an aircraft crash close to an ELT merge. FAA issued ALNOT for N465TC. CO CAP data showed the aircraft to have crashed off-shore within one tenth of a mile of the actual crash site. The mission was a hand-off to the USCG.

Incident #08I01075 – Palm Springs, California – N5463F

FAA ALNOT notification for N5468F that departed Bermuda Dunes (UDD) airport in CA for Sarasota Airport (SRQ) in FL. Aircraft was located at Carlsbad, CA (CRQ), CA. The FAA had

issued the ALNOT for the wrong tail number, it should have been N5463F. The aircraft was located before RADES data was used. Non-Distress.

Mission #08M0415 – Rawhide Mountains, AZ – F-16: SPIKE 2

An F-16 from Luke AFB, AZ crashed in the Gladden Military Area north-west of Phoenix, Arizona. CO CAP and RADES provided radar data at the location of the aircraft crash. The aircraft was located with one deceased. Distress – 1 Deceased.

Mission #08M094A – Warren, MT – N432RM

Mission started as an ELT incident that later coincided with an FAA ALNOT for N432RM. The aircraft was overdue with a route of flight from Billings, MT to Powell Airport, MT. CO CAP and RADES were activated, but the aircraft was located before radar data was used. Distress.

Mission #08M0382 – Brenham, TX – N410MR

FAA ALNOT notification for N410MR which was overdue from Brenham, TX to Lockhart, TX. CO CAP and RADES provided radar data and the objective was located within a half mile from the data provided. The aircraft was located with one deceased. Distress – 1 Deceased.

APRIL

Mission #08M0709A – Ukiah, CA – N2436R

FAA issued an ALNOT for N2436R which dropped of radar en route to Ukiah, CA. WADS and CO CAP were contacted and provided radar data. The aircraft was located at Fort Bragg private airport (82CL), CA by CA CAP. The pilot failed to terminate flight following and changed his destination. Aircraft was located two miles from last radar contact. Non-Distress.

Incident #08I02067 – Columbia, SC – N5773C

FAA issued an ALNOT for N5773C which started squawking 1200 after being directed to switch to a different approach. EADS was contacted and tracked the aircraft from Columbia, SC to north east of Greenwood Airport (GRD), SC until they lost radar coverage. The aircraft was located at Madison County Executive Airport (MDQ), AL, 220 nm from last radar plot. The pilot never closed his flight plan. Non-Distress.

Mission #08M0572 – Zahn Camp, UT – N235WT

FAA issued an ALNOT for N235WT based on a family concern of the aircraft being overdue at Durango La Plata County Airport, CO. WADS and CO CAP were contacted and provided radar data. Both resources lost radar coverage at a known dead spot. The aircraft was located crashed 22 nm east of the last radar contact. The pilot was uninjured. Distress – 1 Saved.

MAY

Mission #08M0774 – Kinston, NC – N101BX

FAA reported aircraft N101BX dropped off radar contact en-route to Hartford, CT. RADES was contacted and provided radar data showing the aircraft descending at a quick rate. NC DEM located the crashed aircraft less than a mile from the provided radar data. Distress – 2 Deceased.

Mission #08M0800 – Zainesville, OH – N7947M

FAA issued an ALNOT for N7947M which dropped off radar/radio contact. EADS was contacted showing the aircraft making a sharp left then sharp right turn fading off of radar at 7800ft. EADS was also able to provide coordinates they believed could have been the aircraft at zero altitude. Ohio State Police located the crashed aircraft less than a mile from the provided radar data. Distress – 2 Deceased.

Mission #08M0799 – Rutherford County Airport, NC – N64FP

FAA issued an ALNOT for N64FP that was overdue to North Little Rock Airport (ORK), AR. A friend reported the aircraft overdue and stated the departure point was Rutherford County Airport, NC. EADS and CO CAP were contacted and provided radar data. NC CAP located the crashed aircraft within four miles of the provided radar data. Distress – 2 Deceased.

JUNE

Mission #08M0973 – North Platte, NE – N12XT

FAA issued an ALNOT for aircraft N12XT overdue at Lewis University Airport, IL. RADES and CO CAP were contacted and provided radar data. The aircraft was located crashed less than one half mile from last radar contact. Distress – 1 Deceased.

JULY

Incident #08I03663 – Spencer, IA – N9931E

FAA issued an ALNOT for aircraft N9931E which dropped off radar/radio contact. RADES was contacted and provided radar data showing the aircraft flying a straight and normal pattern. FAA located the aircraft safe on the ground at Audubon County Airport, IA. Non-Distress.

Mission #08M01342A – Moose Creek, ID – N8260Z

FAA issued an ALNOT for aircraft N8260Z which was overdue at its destination, Idaho County Airport, ID. RADES was contacted and provided radar data which showed the aircraft's last known position 30 NM from where the aircraft was located. The pilot landed at Moose Creek Strip, ID and forgot to close his flight plan. Non-Distress.

Mission #08M01346A – Roche Harbor, WA – N75558

FAA issued an ALNOT for aircraft N75558 due to a family concern. The aircraft departed Roche Harbor Airport, WA and did not arrive at Auburn Municipal. RADES was contacted and provided radar data which showed the aircraft's last known position flying at an altitude below that of a mountain ridgeline. Washington DOT located the crashed aircraft at the exact coordinates provided by RADES. Distress – 3 Deceased.

AUGUST

Mission #08M1502 – Breckenridge, CO – N487TC

FAA issued an ALNOT for aircraft N487TC based on a family concern of the aircraft being overdue at its destination. RADES and CO CAP were contacted and provided radar data

showing the aircraft flying at an altitude lower than the mountain peaks in the area. Hikers found the aircraft, crashed, 31 miles from the last known radar position. Distress – 4 Deceased.

SEPTEMBER

Mission #08M1713 – Presidio, TX – N7560Q

FAA issued an ALNOT for aircraft N7560Q based on being overdue at its destination. RADES and CO CAP were contacted and provided radar data showing the aircraft flying in Mexican airspace and different radar tracks to search. The US Border Patrol located the aircraft wreckage in Mexico approximately 17 miles from one of the radar tracks provided. Distress – 4 Deceased.

Mission #08M1649 – Kendall, FL – N144SA

FAA issued an ALNOT for aircraft N144SA based on a family concern. RADES and CO CAP were contacted and provided radar data showing the aircraft flight path and last known position. FL CAP searched the route of flight and located the crashed aircraft in open water. Distress – 4 Saved.

OCTOBER

Mission #08M1918 – Ellis, OH – N943MH

FAA issued an ALNOT for aircraft N943MH based on a family concern that the aircraft was overdue at its destination. RADES and CO CAP were contacted and provided radar data showing an aircraft track close to the cell phone position. The NY state police located the aircraft wreckage within a half mile from the radar track provided. Distress – 1 Deceased.

NOVEMBER

Mission #08M2026A – Lebanon, TN – N300FX

FAA issued an ALNOT for aircraft N300FX which was overdue at its destination. RADES and CO CAP were contacted and provided radar data showing an aircraft track ending over the Cumberland River, the same location TN EMA had a sonar hit. TN EMA searchers located the aircraft wreckage at the LKP. Distress – 1 Deceased.

Mission #08M2052A – Linden, CA – N80715

FAA issued an ALNOT for aircraft N80715 which lost radio contact. RADES and CO CAP were contacted and provided radar data showing an aircraft track ending over the Comanche Reservoir. Calaveras County Sheriff's Office located the aircraft wreckage .5 miles from last known radar data. Distress – 1 Deceased.

Mission #08M2067A – Hesperia, CA – N312AG

FAA issued an ALNOT for aircraft N312AG which lost radar/radio contact. RADES and CO CAP were contacted and provided radar data showing the aircraft descending at a high rate of speed. The San Bernardino County Police located the aircraft wreckage within 200 yards from the radar track. Distress – 4 Deceased.

Mission #08M2083 – Idaho Springs, CO – N71276

FAA issued an ALNOT for aircraft N71276 based on a family concern the aircraft was overdue. RADES and CO CAP were contacted and provided radar data showing the aircraft descending at a high rate of speed. The High Altitude Army Aviation Training Team located the aircraft wreckage within .14 miles from the radar track. Distress – 1 Deceased.

DECEMBER

Mission #08M2341A – Grangeville, ID – N2006S

Idaho DOA was investigating an overdue aircraft which correlated with an ELT. RADES and CO CAP were contacted and provided radar data but did not have full coverage of the area. ID DOA located the pilot and aircraft near Big Foot Island, ID. Distress – 1 Save.

Mission #08M2295A – Hayden, CO – N46SB

FAA issued an ALNOT for an overdue aircraft, N46SB. RADES and CO CAP were contacted and provided radar data showing a possible last known position. Moffat County SAR located the aircraft wreckage within less than 1 nautical mile of the LKP. Distress – 2 Deceased.

Mission #08M2290A – Costilla County, CO – GGBT

The Las Aminos County Sheriff's Office requested assistance to search for a crashed aircraft in their county. RADES and CO CAP were contacted and provided radar data showing a possible last known position. Moffat County SAR located the aircraft wreckage within less than 1 nautical mile of the LKP. Distress – 2 Deceased.

Mission #08M2257 – Val Verde County, TX – N43KM

FAA issued an ALNOT for aircraft N43KM which lost radio/radar contact. RADES was contacted and provided radar data showing the aircraft breaking up during flight. Edwards County Sheriff's Office located the aircraft wreckage within less than three tenths of a nautical mile of the LKP. Distress – 1 Deceased.

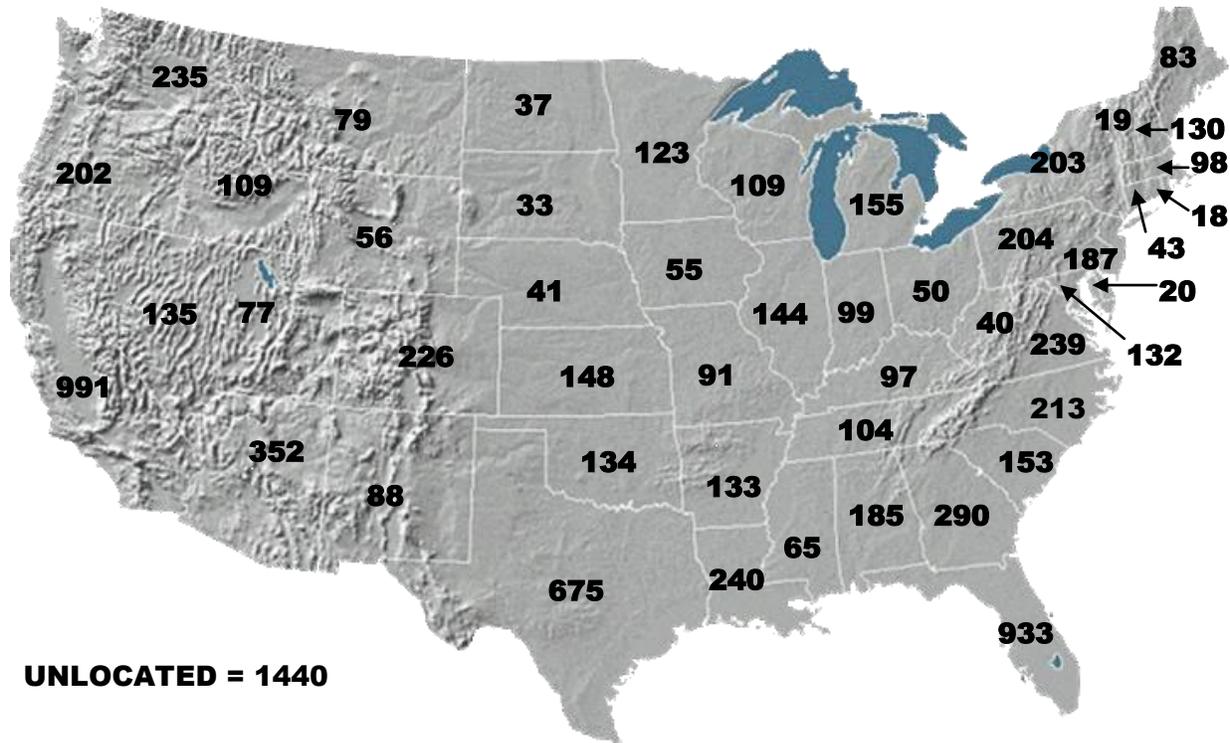
Mission #08M2215 – Everglades, FL – N369ES/N118TP

FAA issued an ALNOT for two overdue aircraft, N369ES and N118TP. RADES and CO CAP were contacted and provided radar data showing the two aircraft colliding and the possible location of the wreckage. The Coast Guard located the aircraft wreckage within four tenths of a nautical mile of the LKP. Distress – 4 Deceased.

SAR ACTIVITY BY STATE

The SAR activity by state table displays the total federal incidents/missions for each state. This includes all distress beacons, aircraft and non-aircraft incidents/missions. The 1440 unlocated incidents are 406 beacons that could not be resolved to a state.

INCIDENTS/MISSIONS BY STATE



<u>STATE</u>	<u>INCIDENTS/MISSIONS</u>	<u>STATE</u>	<u>INCIDENTS/MISSIONS</u>
ALABAMA	185	FLORIDA	933
ARIZONA	352	GEORGIA	290
ARKANSAS	133	IDAHO	109
CALIFORNIA	991	ILLINOIS	144
COLORADO	226	INDIANA	99
CONNECTICUT	43	IOWA	55
DELAWARE	20	KANSAS	148

KENTUCKY	97	OHIO	50
LOUISIANA	240	OKLAHOMA	134
MAINE	83	OREGON	202
MARYLAND	132	PENNSYLVANIA	204
MASSACHUSETTS	98	RHODE ISLAND	18
MICHIGAN	155	S. CAROLINA	153
MINNESOTA	123	SOUTH DAKOTA	33
MISSISSIPPI	65	TENNESSEE	104
MISSOURI	91	TEXAS	675
MONTANA	79	UNLOCATED	1440
NEBRASKA	41	UTAH	77
NEVADA	135	VERMONT	19
NEW HAMPSHIRE	130	VIRGINIA	239
NEW JERSEY	187	WASHINGTON	235
NEW MEXICO	88	WEST VIRGINIA	40
NEW YORK	203	WISCONSIN	109
N. CAROLINA	213	WYOMING	56
NORTH DAKOTA	37		

SRU SORTIE DATA

COAST GUARD

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
CDG7	1	3	1	1	1	0
CGD8	1	19	4	8	17.1	2
CGD9	10	32	8	11	23	8
CGD13	3	12	3	3	4.6	2
CGAS ASTORIA	2	8	2	2	3.75	2
CGAS CAPE COD	1	4	1	1	3	0
CGAS DETROIT	2	8	2	2	7.4	1
CGAS HUMBOLDT BAY	1	4	1	1	1	0
CGAS MIAMI	1	5	1	2	1.5	1
CGAS PORT ANGELES	4	17	4	6	11	3
CGAS SACRAMENTO	1	7	1	3	3	1
CGAS SAN FRANCISCO	2	7	2	2	4.5	1
CGAS TRAVERSE CITY	8	34	8	9	21.3	2
TOTAL	37	160	38	51	102.15	23

AIR NATIONAL GUARD

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
ID ANG	1	10	2	2	8.7	0
106 RQW	1	38	2	2	14.5	0
129 RQS	5	107	12	12	53.6	2
TOTAL	7	155	16	16	76.8	2

ARMY NATIONAL GUARD

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
CO ARNG	26	110	32	39	107.9	15
ID ARNG	3	21	5	7	17.6	1
OR ARNG	1	9	2	1	1.8	1
SANTA FE ARNG	1	6	2	2	12	0
TOTAL	31	146	41	49	139.3	17

NAVY

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
NAS CHINA LAKE	3	14	3	3	8.8	1
NAS FALLON	7	24	5	7	10.8	7
NAS KEY WEST	1	4	1	2	1.5	1
NAS WHIDBEY ISLAND	17	93	19	20	44.1	16
VX 31	1	6	2	2	4.4	1
TOTAL	29	141	30	34	69.6	26

MARINES

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
MCAS YUMA	17	92	23	35	55.99	29
VMGR 234	1	1	0	0	0	5
TOTAL	18	93	23	35	55.99	34

ARMY

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
FT LEWIS	1	7	1	1	1.7	1
TOTAL	1	7	1	1	1.7	1

AIR FORCE (AD/RESERVE)

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
16 SOS	1	21	3	6	2.5	2
36 RQF	13	51	12	21	41.5	12
301 RQS	2	9	2	2	1.9	0
304 RQS	2	11	0	0	0	2
305 RQS	1	6	1	3	9.3	0
37 HF	5	36	7	7	29.8	1
40 HF	6	31	6	13	26.45	5
41 RQS	1	2	2	2	10	1
48 RQS	1	9	0	0	0	0
512 RQS	1	5	1	1	2.8	0
54 HF	1	4	1	1	2.45	0
55 RQS	3	24	4	4	15.8	1

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
58 SOW	3	109	16	21	52.7	1
66 RQS	3	32	4	4	2.7	4
71 RQS	3	31	2	2	13.3	1
8 SOS	1	52	5	10	8	0
920 RQW	1	9	1	1	4.7	0
TOTAL	48	442	67	98	223.9	30

CIVIL AIR PATROL

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
AL CAP	49	534	61	97	162.3	1
AR CAP	27	130	18	28	35.58	0
AZ CAP	96	518	38	42	101	0
CA CAP	299	1699	248	322	726.32	5
CO CAP	122	776	64	94	229.5	15
CT CAP	16	187	12	12	31.65	0
DC CAP	4	23	4	4	7.9	0
DE CAP	7	31	3	3	3.4	0
FL CAP	301	2089	139	169	322.35	4
GA CAP	82	399	39	40	78.6	3
IA CAP	18	147	17	20	42.15	0
ID CAP	25	297	47	84	215.49	4
IL CAP	24	388	27	33	80.9	2
IN CAP	26	270	12	13	27.6	0
KS CAP	27	179	16	21	39.5	1
KY CAP	25	180	14	21	42	0
LA CAP	60	257	36	44	79.7	2
MA CAP	25	149	21	29	48.85	0
MD CAP	43	386	21	24	49.05	1
ME CAP	18	148	11	16	27.7	1
MI CAP	34	152	16	16	42	0
MN CAP	39	528	39	56	95.5	1
MO CAP	22	149	9	9	18.7	1
MS CAP	22	101	11	15	28.9	1
MT CAP	6	19	1	1	3.8	1
NC CAP	54	416	37	54	107.72	0
ND CAP	10	90	14	17	42.1	4
NE CAP	6	43	7	9	27.7	1

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
NH CAP	17	70	6	6	10.6	1
NJ CAP	66	291	31	38	59.73	1
NM CAP	11	42	7	12	30.1	5
NV CAP	17	241	36	56	109.6	7
NY CAP	66	367	33	40	69.4	3
OH CAP	34	207	12	15	28.1	0
OK CAP	39	216	16	21	40	0
OR CAP	58	441	51	51	121.8	5
PA CAP	80	676	25	38	60.7	14
RI CAP	7	59	4	4	7.4	0
SC CAP	43	319	31	48	66.5	0
SD CAP	10	46	7	13	29.9	0
TN CAP	28	180	12	18	25.6	1
TX CAP	163	871	63	86	234.25	2
UT CAP	25	185	29	38	94.7	6
VA CAP	74	298	26	36	49.42	0
VT CAP	5	26	2	2	3.6	0
WA CAP	7	35	4	4	3.9	0
WI CAP	30	1641	20	21	53.4	3
WV CAP	13	89	3	3	5.1	0
WY CAP	18	106	12	12	43	8
TOTAL	2298	16691	1412	1855	3864.76	104
ALL SRUs						
TOTAL	2469	17835	1628	2139	4534.2	237

* Total number of saves in the SRU sortie data may not be the same as the annual save total due to crediting more than one SRU for the same save.



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"These Things We Do ... That Others May Live"