
AIR FORCE RESCUE COORDINATION CENTER



2009 ANNUAL REPORT

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GENERAL INFORMATION

MISSION

The Commander, Air Forces NORTHERN is the 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 mission is derived from international treaty requirements in the Chicago Convention (as amended 2006) and the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual. These requirements are satisfied by the U.S. 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.

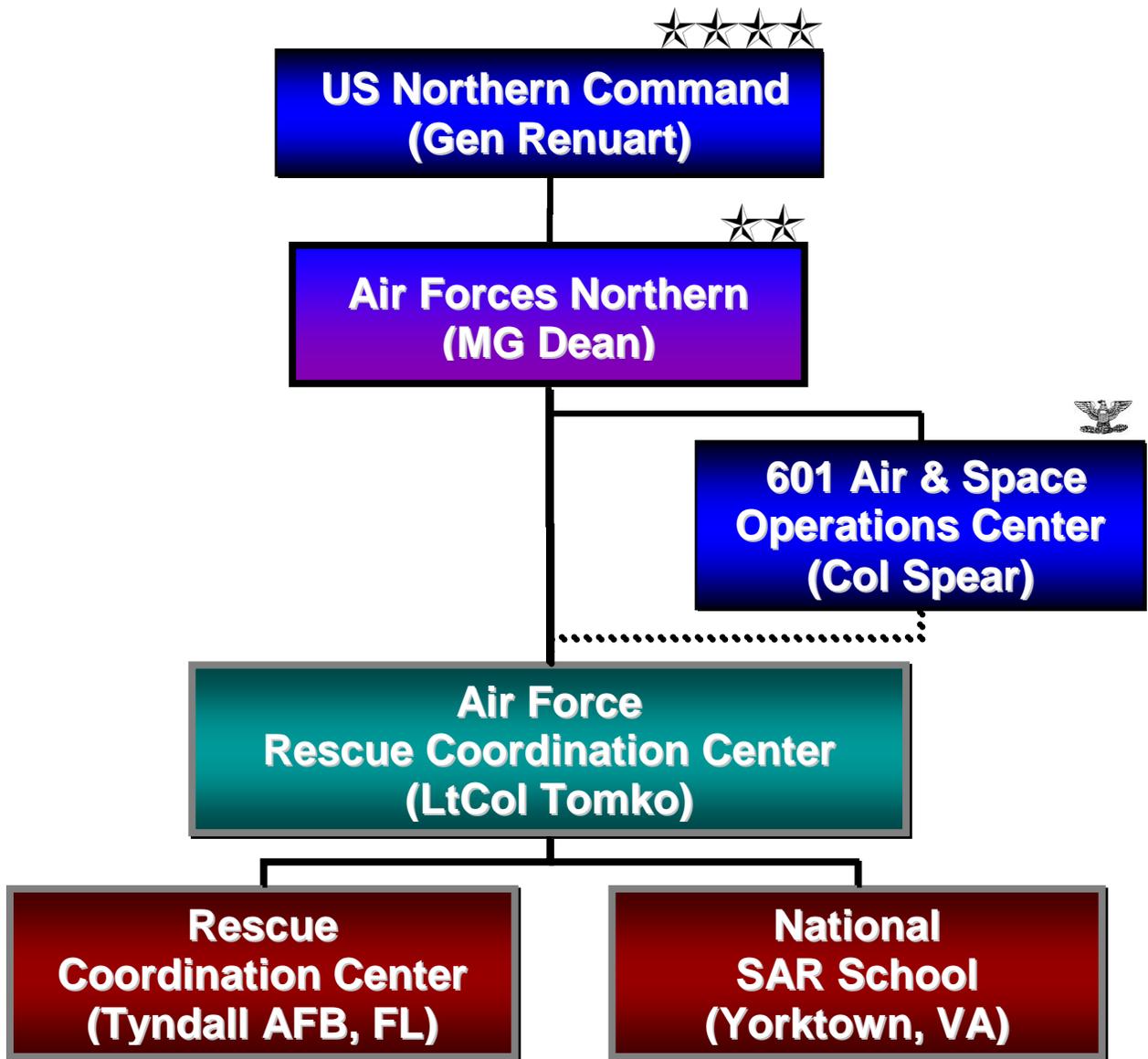
TASKING AUTHORITY

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

RESPONSIBILITIES

The AFRCC manages a specific SAR operation, and has the full operational authority of the SAR Coordinator. Specific responsibilities include:

- Coordinating SAR operations involving missing/overdue General Aviation (GA) interstate aircraft flights, DoD aircraft, commercial aircraft and missions of national concern (e.g. National Special Security Events and Special Events Homeland Security).
- Coordinating SAR operations responding to 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.
- Coordinating 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. 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.



TEN YEAR SYNOPSIS

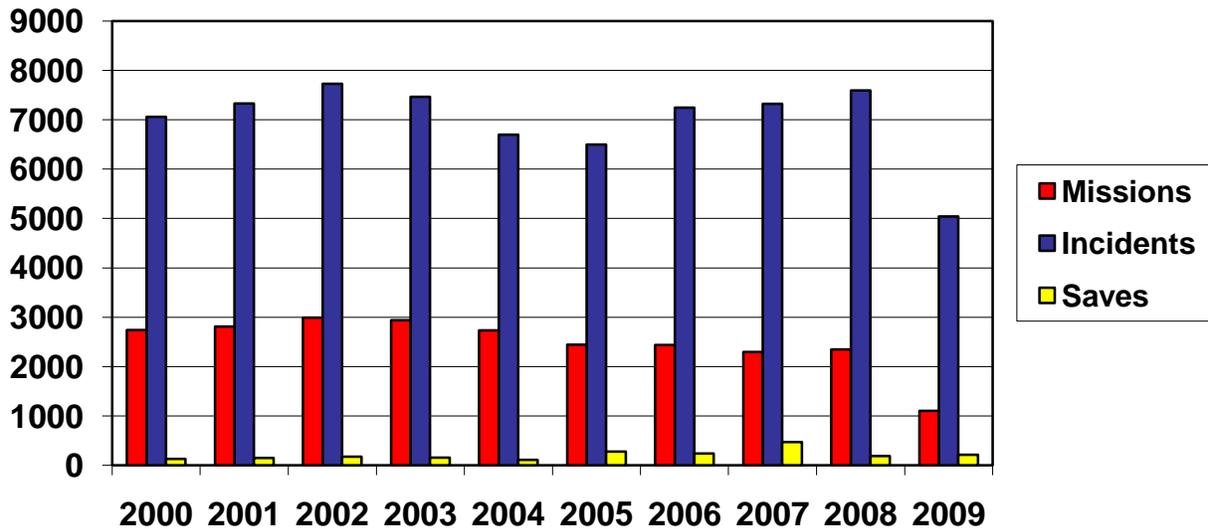
Our yearly activity table illustrates the unit's total operational workload (missions and incidents) over the past ten years.

MISSION: A SAR operation that requires a federal asset(s) to be activated to search, rescue, 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, could not affect a self-recovery and was located alive.

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
MISSIONS	2739	2814	2989	2937	2734	2441	2438	2296	2344	1100
INCIDENTS	7062	7333	7728	7465	6697	6500	7249	7322	7595	4179
SAVES	129	149	173	154	107	275	237	468	190	214

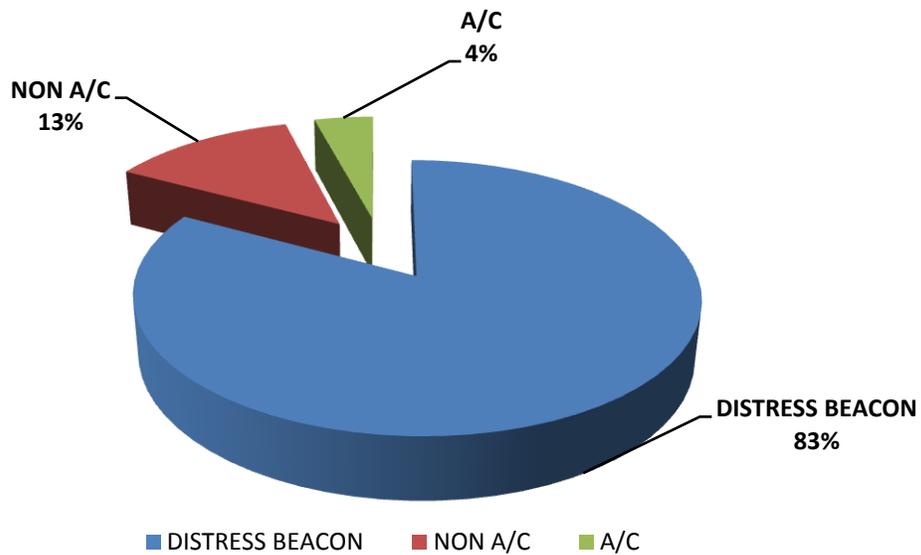


INCIDENT/MISSION SUMMARY

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 2009.

Through telephone and internet investigations, the AFRCC resolved 3942 of the 5042 incidents without going to mission; saving approximately \$1.3M and 80K work hours. The AFRCC coordinated 1100 missions resulting in 214 lives saved.

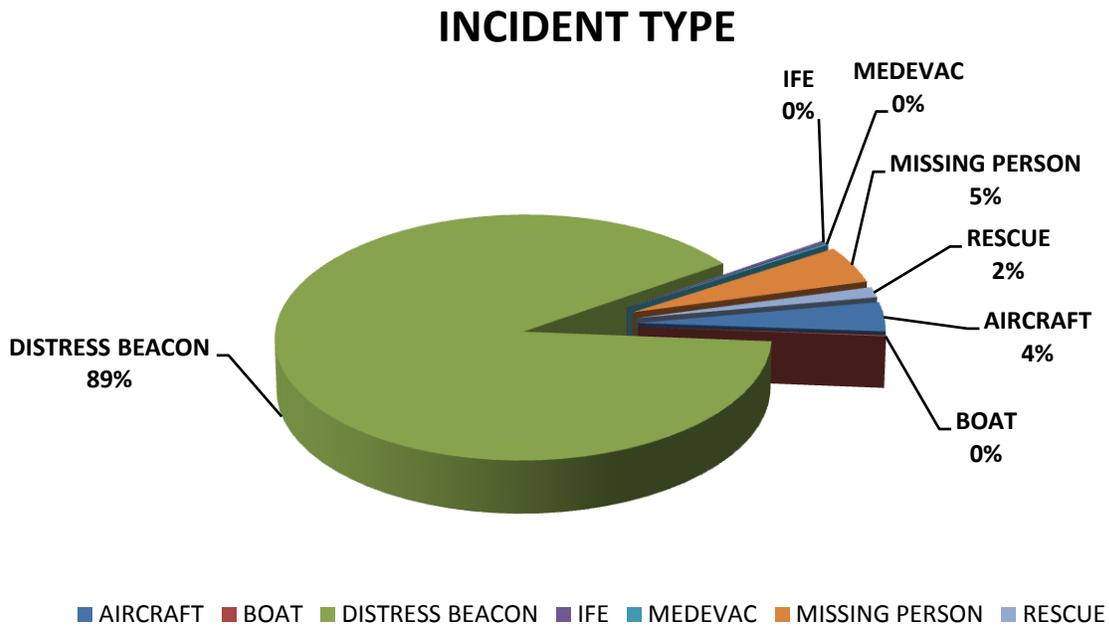
INCIDENT/MISSION SUMMARY



SUMMARY	NUMBER
DISTRESS BEACON INCIDENTS	4179
NON-A/C INCIDENTS	654
A/C INCIDENTS.....	209

ACTIVITY BY INCIDENT TYPE

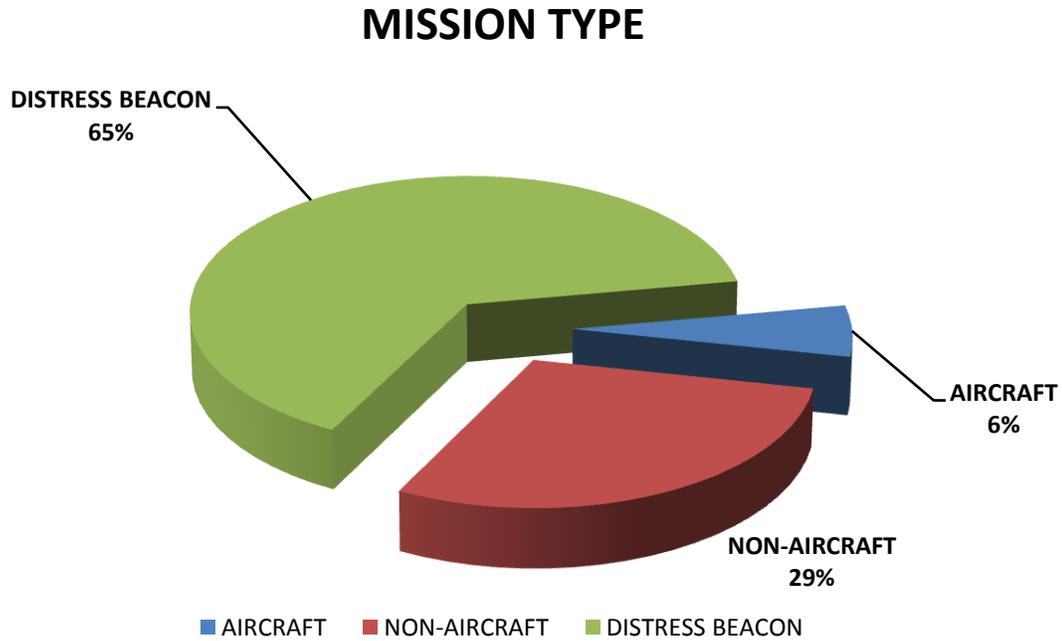
During 2009, the AFRCC investigated the following incident types: Aircraft (Search for a missing or overdue aircraft), Boat (Search for a missing vessel), distress beacons (Search for a ELT/EPIRB/PLB), Patient Transport (Evacuation for medical reasons; e.g. transport a patient from one fixed medical 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	4179
AIRCRAFT	182
IFE	16
BOAT	6
MISSING PERSON	231
RESCUE.....	65
MEDEVAC	11

ACTIVITY BY MISSION TYPE

During 2009, 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 year.



TYPE.....	NUMBER
DISTRESS BEACON	711
AIRCRAFT	66
NON-AIRCRAFT	323

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	524	32	14	570	147	21
FEB	330	52	10	392	84	13
MAR	388	38	21	447	102	13
APR	315	49	22	386	80	10
MAY	352	57	19	428	88	6
JUN	343	62	14	419	103	11
JUL	352	74	25	451	91	14
AUG	318	69	27	414	98	16
SEP	321	57	11	389	77	8
OCT	326	49	19	394	97	14
NOV	310	54	11	375	69	22
DEC	300	61	16	377	64	66
TOTAL	4179	654	209	5042	1100	214

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

MISSION RESULTS

The AFRCC opened 1100 missions in 2009. The chart below shows the outcome of those missions.

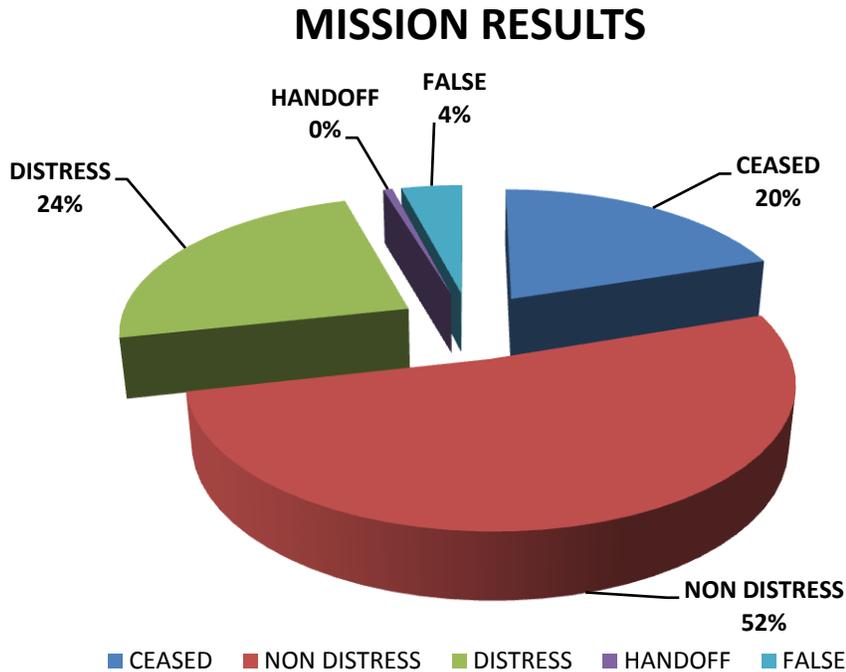
CEASED: The beacon is no longer being picked up by the source(s) that originally heard the signal (SARSAT, aircraft, ground station, etc.).

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.

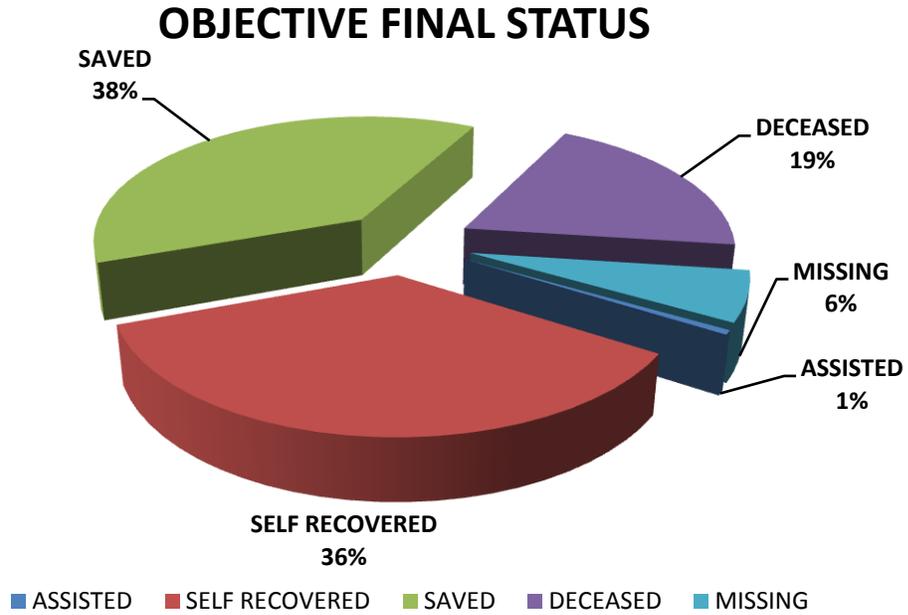
FALSE: Erroneous reporting of emergency situation.



RESULT	NUMBER
CEASED	227
NON DISTRESS	589
DISTRESS	272
HANDOFF	7
FALSE.....	13

OBJECTIVE FINAL STATUS

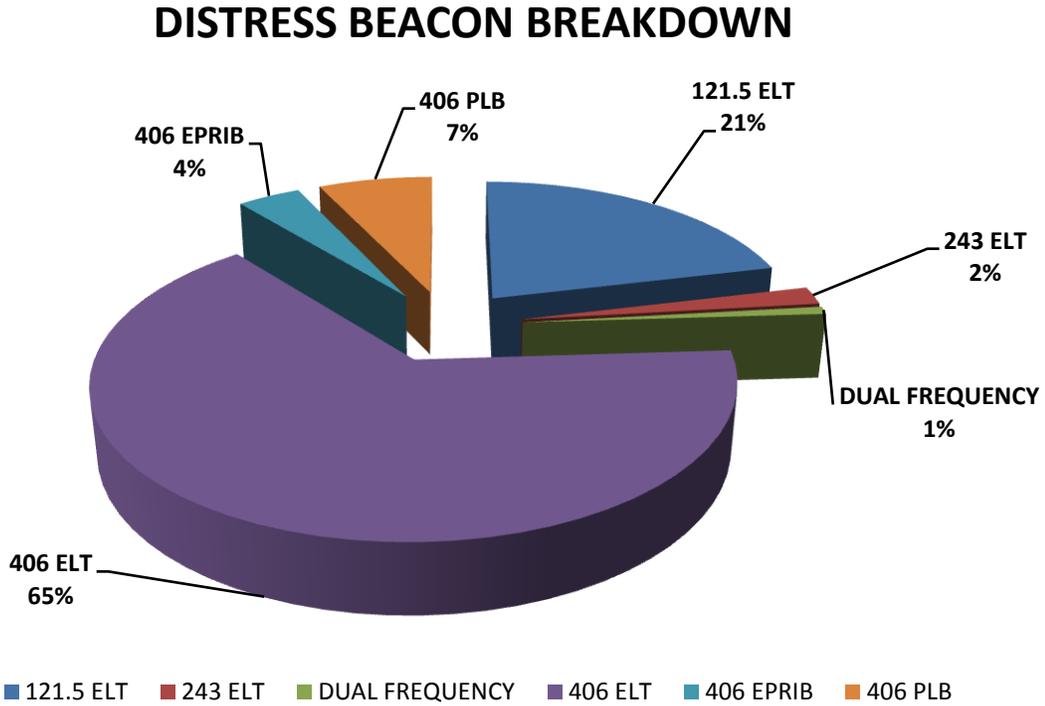
In 2009, there were 560 incidents/missions that the objective of the search was a distressed individual. The objective final status chart displays the results of aircraft and non-aircraft incidents/mission that are not correlated to distress beacons.



RESULT.....	NUMBER
ASSISTED	3
SELF RECOVERED.....	199
SAVED.....	214
DECEASED.....	109
MISSING.....	35

DISTRESS BEACON BREAKDOWN

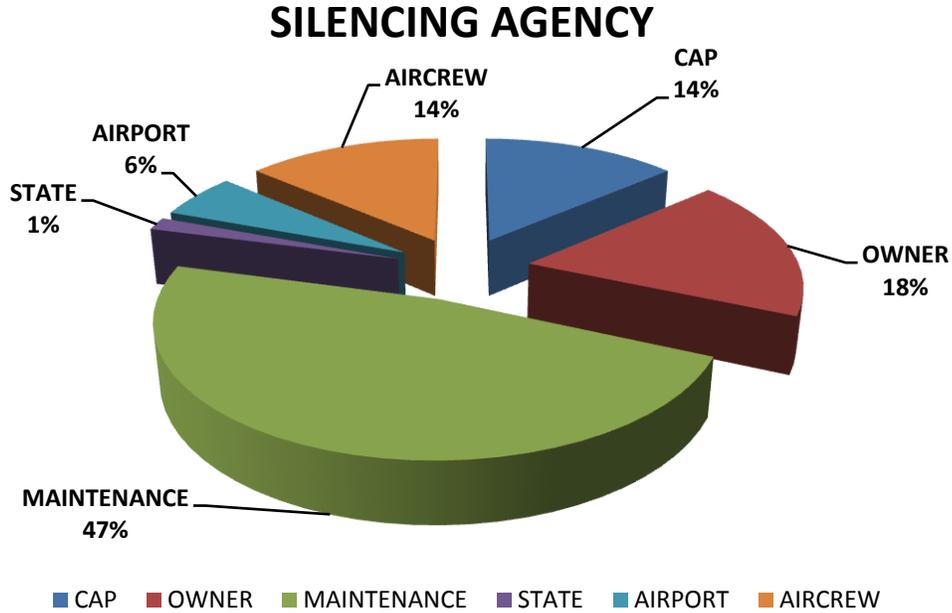
The AFRCC coordinated a total of 4,496 distress beacon incidents. Of those incidents, 3416 were 406 MHz beacons and 1080 incidents were either 121.5 or 243.0 MHz beacons. The chart below breaks down the incidents by the type of distress beacon.



TYPE.....	NUMBER
121.5 ELT.....	954
243.0 ELT.....	88
DUAL FREQUENCY.....	38
406 ELT.....	2924
406 EPRIB.....	175
406 PLB.....	317

DISTRESS BEACON SILENCING

2,814 distress beacons were silenced by agencies that worked directly with the AFRCC to resolve incidents/missions. The chart below displays the agencies that silenced the beacons, and the percentage of all beacon incidents/missions.

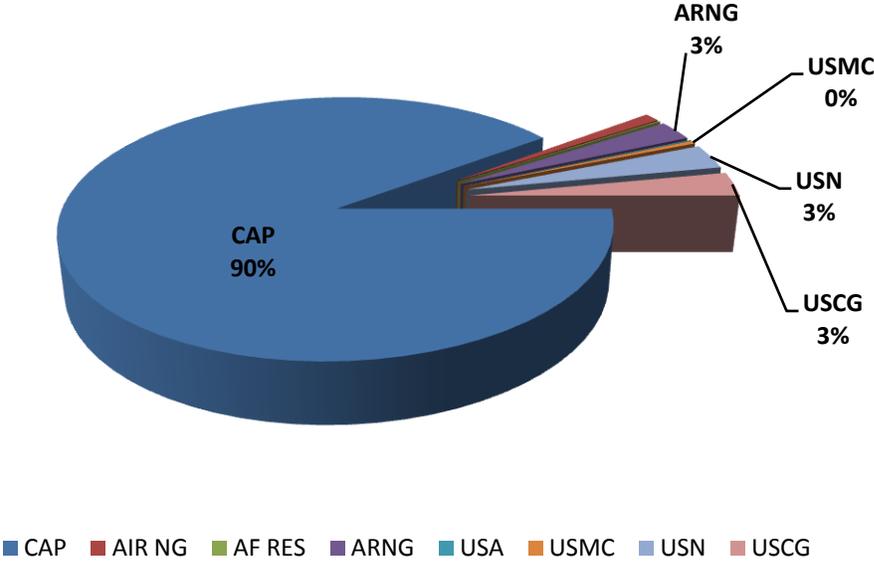


AGENCY	NUMBER
CAP	385
OWNER	502
MAINTENANCE.....	1338
STATE.....	45
AIRPORT	159
AIRCREW	385

FEDERAL RESOURCES

The AFRCC requests assistance from numerous federal resources, with Civil Air Patrol (CAP) being the most requested resource. In 2009, CAP accounted for 90% 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.....	927
AIR NG	11
AF RES.....	1
ARNG.....	26
USA	1
USMC.....	4
USN	32
USCG.....	31

RADAR AND CELLULAR PHONE FORENSICS INFORMATION

The AFRCC utilized radar and cellular data from 84th Radar Evaluation Squadron (84 RADES), CO Civil Air Patrol (CAP) and AZ CAP thirty-nine (39) times in attempts to help resolve incidents and missions during 2009. Below is the breakdown of missions for each in which success of the find is credit with their participation.

Mission #09M0168A – CA – N66819—An Alert Notice was issued for aircraft N66819. The aircraft was reported overdue by a family member and was last seen departing Catalina Airport. A possible radar track placed the aircraft on the side of a mountain on Catalina Island, CA. The Avalon Sheriff SAR team located the aircraft wreckage with three deceased on board near Mount Orizaba on Catalina Island, CA. The radar data supplied was within ¼ nm of the wreckage. Distress – 3 deceased.

Mission #09M0199 – FL – N493DA—Washington HUB issued an Alert Notice for aircraft tail number N493DA who departed Orlando Sanford Airport enroute to Melbourne Airport. The aircraft wreckage was located with two deceased on board by Volusia County Sheriff Office, North of Orlando Sanford Airport. The radar data from CO CAP and 84 RADES were within 1.4 nm from the find. Distress – 2 deceased.

Mission #09M0240 – UT – N3683X—Salt Lake City ARTCC issued a family concern Alert Notice on N6383X a home built Stephenson Den/Zodiac 601. The aircraft departed Tooele Airport, UT enroute to Sky Park Airport in Bountiful, UT. The flight time was only 15 minutes but the aircraft never arrived at his destination. Utah CAP located the wreckage of N6383X with one deceased on board on Antelope Island. The radar data from CO CAP and 84 RADES were within 0.8 nm from the crash site. Distress – 1 deceased.

Mission #09M0290A – MT – N2698Y—Prescott HUB issued a family concern Alert Notice for a Cessna 180, N2698Y. The aircraft departed Gallatin Field in Bozeman, MT enroute to Helena Regional Airport, MT. The 40th Helicopter Flight from Malmstrom AFB, MT located the aircraft wreckage with one deceased on board 2.5 nm SE of Canyon Ferry Airport Townsend, Montana. The radar data from CO CAP and 84 RADES were 30 nm from the crash site. The radar coverage ended and no further analysis could be done for this mission. Distress - 1 deceased.

Mission #09M0337 – MT – COSPAS/SARSAT alerted on a registered 406 ELT beacon that plotted in Hungry Horse Reservoir. MT Division of Transportation requested radar analysis for the area. The radar data supplied by 84 RADES was within ¼ nm from a crashed aircraft. Distress - 1 deceased.

Mission #09M0401A – CA – N20822 –Prescott HUB issued an Alert Notice for N20822, a white motorized glider with two persons on board. The aircraft departed from Parowan, UT with a stop at Tonopah, NV to refuel. The aircraft departed after his enroute stop and proceeded to Modesto, CA but never arrived. The 66th Rescue Squadron from Nellis AFB, NV located the aircraft wreckage with two deceased on board. The radar data from CO CAP and 84 RADES

were 14 nm from the crash site. The cellular forensics analysis by AZ CAP was within 10 nm from the crash site. Distress - 2 deceased.

Mission #09M0442 – TX – N45YV –Houston ARTCC issued an Alert Notice for aircraft N45YV. The aircraft departed Houston Executive Airport and was expected back after a local sortie. TX CAP and the local law enforcement located the crashed aircraft 2.5 nm SE of the departure airport with assistance by AZ CAP cellular forensics. The location given to search for the aircraft was the exact spot where the wreckage was found. Distress – 1 deceased.

Mission #09M0462A – off coast CA – US Coast Guard District 11 requested radar data to help correlate a mid-air collision between two small General Aviation aircraft off the coast of Long Beach, CA. The radar data from 84 RADES was within 6.3 nm from the impact zone. Distress – Objectives never recovered.

Mission #09M0472A – N144L - Albuquerque ARTCC issued Alert Notice for N144L who dropped off radar and radio. Aircraft departed Portland, OR enroute to Scottsdale, AZ. The radar data from 84 RADES was the exact impact point of the crash. Distress – 1 deceased.

Mission #09M0497 – TN –N6628U - Washington HUB issued a family concern Alert Notice on Aircraft N6628U, a Mooney 20. The Aircraft departed Elizabethton Municipal Airport, TN enroute to Ashland Regional Airport, KY but never arrived. VA CAP aircraft located the crash site at 3.5 nm from the radar track supplied by 84 RADES. Distress - 1 deceased.

Mission #09M0512A –ID – N70946 - Seattle ARTCC issued an Alert Notice for aircraft N70946, Cessna 182 who departed Boise Airport with no known destination. The control tower at Boise states the pilot went north. 84 RADES and CO CAP worked on the radar forensics and was able to track the aircraft from his departure to the last radar return at 8,600 ft MSL, which was within 0.4 nm from where the wreckage was found. The highest terrain elevation in the area was 9,705 ft MSL. Weather in the area was not a factor. DISTRESS – 1 deceased.

Mission #09M525A – NM – N606SP – New Mexico State Police requested assistance for the search of one of their helicopter, N606SP in the vicinity of Pecos Wilderness with three souls on board. The helicopter was in communications with the Santa Fe Dispatch when the aircrew reported experiencing flight problems after hitting the mountain. NM CAP launched an aircraft, the 550 Special Operations Squadron from Kirtland launched a MC-130H, NM ANG launched two HH-60S. One survivor was located by a volunteer SAR team and was airlifted to Saint Vincent Hospital by NM ANG for further medical treatment. The pilot and passenger were located deceased at the crash site. The radar data from 84 RADES was within 2,000 ft from the impact zone. Distress - 1 save, 2 deceased.

MISSION 09M0630 – NC – N774US—Washington HUB issued an Alert Notice for aircraft N774US, Noles Vance L. Vans RV7A. The aircraft departed Wimauma Airport, FL enroute to Mc Kinnon County Airport, TN. 84 RADES tracked the aircraft north when the pilot suddenly deviated northeast of Lake City, FL most possibly to evade two separate lines of thunderstorms reported in the area. The aircraft wreckage was located by Florida Fish and Wildlife Officers within 1 nm of the radar supplied by 84 RADES. Distress – 1 deceased.

Mission 09M656 – NC – N778RK—Washington HUB issued a family concern Alert Notice for aircraft N778RK, Cessna 182R who departed Mountain Airpark, Georgia enroute to Andrews-Murphy Airport, North Carolina but never arrived. FAA, 84 RADES and CO CAP supplied radar forensics after locating a possible 1200 track. GA and NC CAP searched the route of flight but it was a civilian helicopter pilot who located the wreckage of N778RK near the peak of Shinbone Ridge southeast of Andrews-Murphy Airport the pilot's destination. The last known position from the radar forensics was 12.3 nm away of the wreckage located. Distress – 1 deceased.

Mission 09M662A – PR — N5518P—Coast Guard San Juan requested Puerto Rico CAP assistance to search for an overdue aircraft N5519P, Cessna 152 who departed from Ponce enroute to Mayagues. Local police located the pilot's remains in the Inabon River, which leads out to the ocean. The radar data from 84 RADES and CO CAP was 22.7 nm away from the deceased pilot's body. Distress - 1 deceased

Mission #09M720 – MI – N37JD – Washington HUB issued a family concern Alert Notice for N37JD, a Hooper Bushby Mustang MMII experimental aircraft with one soul on board. The aircraft departed Jack Barstow in Midland, MI enroute to Saginaw Bay then to Sanford Lake and back to Jack Barstow but never arrived. A MI CAP Ground Team located the aircraft wreckage within 1400 ft from the radar forensics provided from FAA, CO CAP, and 84th RADES. Distress – 1 deceased.

Mission #09M724 – ID – N4898K – Prescott HUB issued a family concern Alert Notice for N4898K, a Navion A who departed from Jerome, ID enroute to Ilwaco, WA. CO CAP, FAA and 84 RADES located a track ending just inside OR border. ID CAP located wreckage matching the missing aircraft within 2,000ft from the last radar hit. Malheur County Sheriff Department dispatched a helicopter and confirmed the tail number and three deceased on board. Distress – 3 deceased.

Mission #09M0746 — N802LL – Fort Worth HUB issued an Alert Notice for N802LL, Air Tractor AT-802A, who departed Rantoul National Airport, IL enroute to Napoleon , ND with an intermediate fuel stop at O'Neill Municipal Airport, NE. IA State Police Aviation Division located the wreckage with one deceased, 500 ft from the radar forensics provided from CO CAP and 84 RADES. Distress - 1-deceased.

Mission #09M779 – GA – N654GT –Miami Flight Service Station issued an Alert Notice for aircraft N654GT, a Socata TB20 who departed Montgomery Regional Airport, AL enroute to North Perry Airport, FL. 84 RADES provided a radar track that showed the aircraft broke apart in air due to weather. N654GT was located in pieces scattered over 1000ft, by local law enforcement in Pavo, GA with two deceased among the debris. Distress – 2 deceased.

Mission #09M0886A -AZ- N7471P - Prescott HUB issued an Alert Notice for Aircraft N7471P, Piper PA-24, who departed St John's Industrial Airport, AZ enroute to Aguila, AZ. The United States Forest Service firefighters reported locating the wreckage of a downed airplane while fighting a wildfire 40 nm north of Aguila, AZ. Both the pilot and his wife were located deceased.

84 RADES provided a radar track from N7471P within 200 ft from the wreckage found.
Distress – 2 deceased.

Mission #09M903 – WY – N6202A – Prescott HUB issued a family concern Alert Notice for N6202A, Cessna 182 who departed Sheridan, WY enroute to Laurel, WY with two souls on board. AZ CAP was able to track the pilot's cellular phone calls during his flight and correlated it with the radar forensics received from FAA, 84 RADES and CO CAP. Yellowstone County Sheriff's Office helicopter and ground teams located the wreckage within .2 nm from the combined data. Distress - 2 deceased.

Mission #09M954A – TX – NAVY T-34 – Houston ARTCC issued an Alert Notice for an overdue US Navy T-34 who was conducting a local training sortie around Corpus Christi NAS. US Coast Guard District 8 requested radar forensics to locate the missing Navy T-34. Radar data indicated the T-34 crashed prior to making it to shore. The T-34 wreckage was located 7.1 nm away from the pilot's last known radar position in the water with one deceased. The other individual was never recovered. Distress - 1 deceased, 1 missing.

Mission #09M958A – CA – H-1 AND C-130 – Los Angeles ARTCC reported a mid-air collision involving two military units off the coast of San Diego, CA. An HC-130 belonging to CG Air Station Alameda was flying on a SAR mission at the time of the collision. Two AH-1 Cobras and two CH-53E Super Stallion helicopters departed Camp Pendleton MCAS belonging to the 3rd Marine Aircraft Wing HQ at Miramar MCAS, CA and were in the same vicinity. One of the AH-1 helicopters collided with the HC-130. Pacific Area Coast Guard launched a HH-65, HH-60, and three vessels along with two additional Navy vessels. Debris was located from both aircraft. Radar forensics was provided by 84 RADES and CO CAP which placed the mid-air 4.5 nm away from the debris field. Distress - 9 deceased.

Mission #09M997A – AZ – N7736N – 1 DECEASED—Princeton FSS issued a family concern Alert Notice for N7736N, a Piper P28A who departed Air Lake Airport, MN enroute to Hallock Municipal Airport, MN. A civilian aircraft located wreckage of N7736N 125 nm away from the radar forensics provided by CO CAP and 84 RADES. The cellular phone forensics from AZ CAP was within 50.5 nm of the crash site. DISTRESS - 1 deceased.

Mission #09M1036 – TX – N8923Y – 1 DECEASED—Fort Worth HUB issued a family concern Alert Notice for N8923Y, Piper PA-30 who departed Dalhart Airport, TX enroute to Leeburg, VA. CO CAP and 84 RADES provided radar forensic which showed a radar drop-off in West Virginia at 3300 feet. AZ CAP provided cellular phone forensic data that correlated with the radar data. WV CAP aircraft located the crash site within 600 feet of the last radar hit. Distress – 1 deceased.

Incident #09I4748 – FL – N5269X – Miami ARTCC issued an Alert Notice for aircraft N5269X, Cessna 172S who departed Florida Gateway Airport, FL enroute to Fort Lauderdale Executive Airport, FL when the pilot lost radar contact with Orlando Approach Control. Osceola County Sheriff Department located the crash in Lake Russell just south of Kissimmee, FL using the radar data supplied by 84 RADES. Distress– 4 deceased

Mission #09M1042A – FL - Pinal County Sheriff Department requested cellular phone forensics to assist them in locating a missing 20 year-old-male in the Dutchman State Park Area. The hiker called 911 from his cellular phone because he was stranded and hypothermic. AZ CAP provided cellular phone data to the local authorities which placed them within 1 nm of the hiker. Maricopa County Sheriff helicopter rescued the hiker off Superstition Mountain. Distress – 1 save.

Incident #09I4832 – OK – N310CR – Fort Worth HUB issued an Alert Notice for Aircraft N310CR, a CESSNA 310 who missed an approach to the Alva Regional Airport in OK. 84 RADES provided radar forensics which was within 50 feet of the crash site. The aircraft was located 1 ¼ nm south of the airport runway. Distress - 1 deceased.

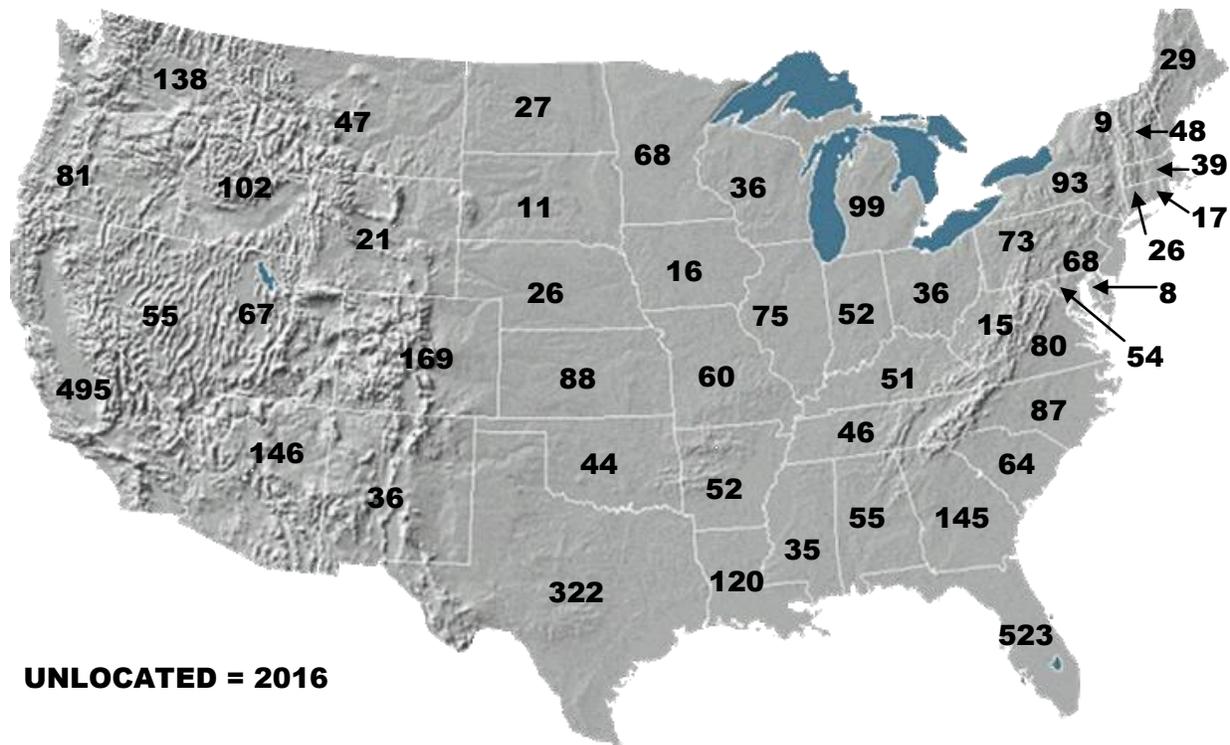
Mission #09M1079 – FL – N28RK – Miami ARTCC issued an Alert Notice for aircraft N28RK, Dassault Falcon 20 departed Dr. Joaquin Balaguer International Airport, Santo Domingo, Dominican Republic enroute to Fort Lauderdale Executive Airport, FL. US Coast Guard Puerto Rico reported an explosion 12 east of Matthew Town on the Great Inagua Island, Bahamas which correlated with the flight path of N28RK. CO CAP and 84 RADES verified this through radar forensics that the explosion and the last known radar position of N28RK were in the same proximity. US Coast Guard located the wreckage 2.9 nm from the radar forensics with 2 deceased on board. Distress – 2 deceased.

Mission 09M1096A – ID - Kootenai Co Sheriff, Idaho, requested cellular phone forensic assistance in the search for a 53 year-old-male. The individual drove into the mountains, ran out of gas, and called his son for help but was unsure of his exact location. Local SAR teams searched the area without success. AZ CAP provided cellular phone forensics identifying an area near his original reported location. The 36th Rescue Flight launched a UH-1 located the individual inside the area identified by the cellular phone forensics and vectored a local SAR ground team to his location. Distress – 1 save.

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 2,016 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	55	FLORIDA	523
ARIZONA	146	GEORGIA	145
ARKANSAS	52	IDAHO	102
CALIFORNIA	495	ILLINOIS	75
COLORADO	169	INDIANA	52
CONNECTICUT	26	IOWA	16
DELAWARE	8	KANSAS	88

KENTUCKY	51	OHIO	36
LOUISIANA	120	OKLAHOMA	44
MAINE	29	OREGON	81
MARYLAND	54	PENNSYLVANIA	73
MASSACHUSETTS	39	RHODE ISLAND	17
MICHIGAN	99	S. CAROLINA	64
MINNESOTA	68	SOUTH DAKOTA	11
MISSISSIPPI	35	TENNESSEE	46
MISSOURI	60	TEXAS	322
MONTANA	47	UNLOCATED	2016
NEBRASKA	26	UTAH	67
NEVADA	55	VERMONT	9
NEW HAMPSHIRE	48	VIRGINIA	80
NEW JERSEY	68	WASHINGTON	138
NEW MEXICO	36	WEST VIRGINIA	15
NEW YORK	93	WISCONSIN	36
N. CAROLINA	87	WYOMING	21
NORTH DAKOTA	27		

SRU SORTIE DATA

COAST GUARD

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
CGD8	2	12	3	4	6.5	1
CGD9	4	11	5	6	14.98	4
CGD13	3	45	7	7	23.16	15
CGAS ASTORIA	6	31	7	9	19.48	3
CGAS CORPUS	1	13	2	2	4.72	0
CGAS HOUSTON	1	4	1	1	3.0	1
CGAS MUSKEGON	1	4	1	2	2.9	0
CGAS NORTH BEND	1	3	1	1	1.0	0
CGAS PORT ANGELES	1	4	1	1	2.1	1
CGAS NEW ORLEANS	1	4	1	1	.4	0
CGAS SAN FRANCISCO	1	4	1	2	4.0	0
CGAS TRAVERSE CITY	7	28	7	7	10.31	5
TOTAL	29	163	37	43	92.55	29

AIR NATIONAL GUARD

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
102 RQS	2	57	5	5	21.1	0
ID AIR GUARD	2	8	2	2	6.5	0
TOTAL	4	65	7	7	27.6	0

ARMY NATIONAL GUARD

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
CT ARNG	2	6	3	1	2.6	1
ID ARNG	6	52	9	9	29.05	3
MT ARNG	1	10	2	3	8.3	0
CO ARNG	6	26	7	7	21.2	4
TOTAL	15	94	21	20	61.15	8

NAVY

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
NAS CHINA LAKE	7	39	9	12	23.7	8
NAS FALLON	11	48	10	11	21.1	13
NAS WHIDBEY ISLAND	19	95	19	19	38.63	28
TOTAL	36	182	38	42	83.43	49

MARINES

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
MCAS YUMA	5	21	5	5	80.7	4
TOTAL	5	21	5	5	80.7	4

ARMY

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
FORSCOM	1	10	0	0	0	0
TOTAL	1	10	0	0	0	0

AIR FORCE (AD/RESERVE)

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
36 RQF	17	64	15	23	46.5	11
37 HF	1	1	0	0	0	0
301 RQS	1	6	1	1	4.2	1
304 RQS	1	2	0	0	0	0
305 RQS	1	7	1	1	1.0	1
40 HF	10	64	13	24	40.3	6
41 RQS	1	36	6	12	34.6	0
46 TEST WING	1	5	1	4	7.2	1
54 HF	1	45	13	17	24.7	0
58 SOW	1	5	1	2	3.4	0
505 SOS	2	44	4	4	3.5	1
58 SOW	2	39	3	4	16.5	0
66 RQS	3	29	5	5	31.8	1
71 RQS	3	91	5	10	46.5	1
920 RQW	2	22	6	6	10.75	0

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
WADS	1	2	0	0	0	0
TOTAL	48	462	74	113	270.95	23

CIVIL AIR PATROL

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
AL CAP	15	124	19	24	44.2	0
AR CAP	11	66	5	8	13.5	0
AZ CAP	70	349	27	31	67.9	61
CA CAP	156	1054	181	250	639.8	7
CO CAP	68	324	35	41	81.1	1
CT CAP	6	36	3	5	6.2	0
DC CAP	1	3	1	1	1.5	0
DE CAP	1	3	0	0	0	0
FL CAP	138	1283	89	115	190.5	0
GA CAP	34	247	33	42	104.6	0
IA CAP	6	36	6	10	11.0	0
ID CAP	18	202	27	44	115.5	4
IL CAP	25	211	16	16	40.8	0
IN CAP	15	111	9	9	20.8	0
KS CAP	13	91	5	6	9.4	0
KY CAP	11	76	9	14	42.1	0
LA CAP	23	125	24	31	49.3	0
MA CAP	7	24	3	4	4.8	0
MD CAP	16	164	12	13	27.6	0
ME CAP	7	57	3	3	4.0	0
MI CAP	20	198	21	21	43.2	1
MN CAP	18	212	7	8	15.9	1
MO CAP	14	93	8	12	25.5	0
MS CAP	10	105	8	13	17.5	0
MT CAP	7	25	7	9	25.7	2
NC CAP	19	213	20	33	76.5	0
ND CAP	5	38	10	10	26.4	0
NE CAP	3	27	3	3	10.3	0
NH CAP	2	8	1	1	1.8	0
NJ CAP	22	86	9	12	18.1	2
NM CAP	7	48	9	17	44.1	2
NV CAP	8	244	49	73	183.8	0

SRU NAME	MISSIONS	PERSONNEL	AIRCRAFT	SORTIES	FLT HOURS	SAVES
NY CAP	20	132	16	18	34.8	0
OH CAP	13	71	10	12	29.6	0
OK CAP	11	80	6	9	15.5	0
OR CAP	19	159	18	18	56.7	2
PA CAP	21	197	13	15	23.2	0
PR CAP	1	1	0	0	0	0
RI CAP	8	74	11	13	33.6	0
SC CAP	17	133	8	14	20.7	1
SD CAP	3	15	0	0	0	0
TN CAP	9	79	8	12	18.9	0
TX CAP	64	451	58	87	204.7	0
UT CAP	26	158	35	47	116.0	7
VA CAP	21	141	13	38	76.0	1
VT CAP	2	15	2	2	2.5	0
WA CAP	3	141	8	47	88.0	0
WI CAP	10	1381	21	41	76.4	2
WV CAP	4	39	1	1	2.0	2
WY CAP	4	41	7	14	25.5	4
TOTAL	1032	9191	894	1267	2787.5	100
ALL SRUs						
TOTAL	1170	10,188	1076	1497	3403.88	214

* Total number of missions in the SRU sortie data may not be the same as the annual mission total due to multiple SRU for the same mission.



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