

## APPENDIX L

### MAJOR ACCIDENT PROCEDURES AND REPORTS

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#### L-1. General

A major accident may include an airplane crash, train or bus wreck, tank accident, ship sinking, fire, or explosion. This appendix designates Army responsibility for carrying out multiple search and recovery operations, outlines procedures followed at the scene of a major accident, and gives examples of after-action reports.

#### L-2. Responsibilities

The military installation nearest the scene of a major accident, which has the necessary facilities and personnel, takes immediate action to recover, identify, and, unless requested to the contrary by the parent service, prepare the remains. When a common carrier is involved, the local civil authorities initiate the action; however, military authorities offer to help and cooperate with civil authorities.

When the accident involves military aircraft or a Government carrier, the responsible military installation coordinates closely with the services whose personnel are involved. The commander of the responsible installation immediately dispatches a recovery team consisting of an officer in charge and those enlisted personnel needed to reconnoiter the accident site. The officer in charge obtains, if possible, a list of the persons involved (passenger list, company roster, or other list); determines the need for supplies, personnel, and equipment; and arranges for transportation to the site. Figure L-1 illustrates a sample passenger list. If appropriate, he warns all persons in the area against disturbing the site until his personnel arrive. Military or other police may be required to protect the site against pilfering.

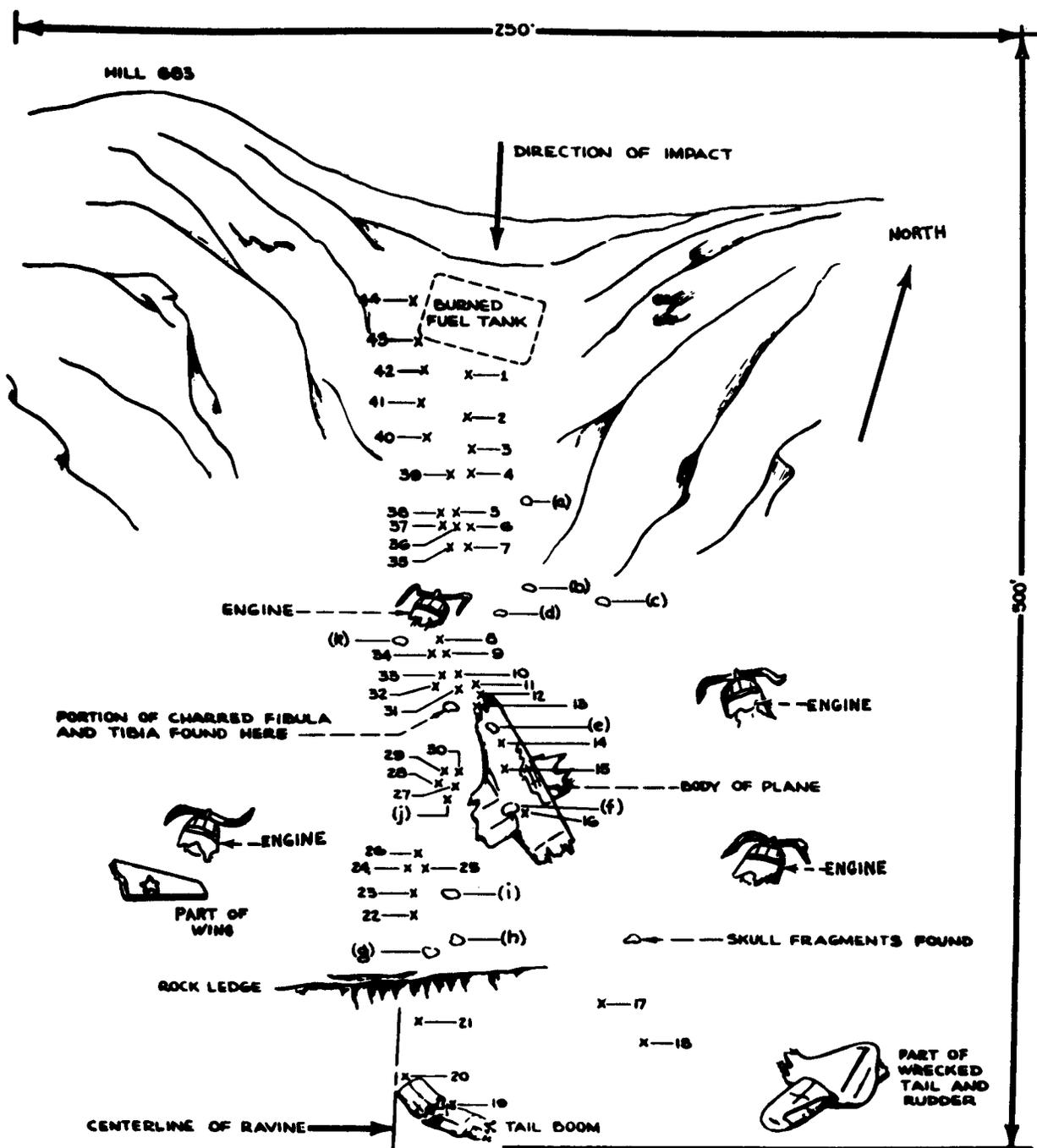
PASSENGER MANIFEST		(Check applicable box)		1. CARRIER	2. AIRCRAFT NO.	
		<input checked="" type="checkbox"/> NONREVENUE	<input type="checkbox"/> REVENUE	MAC	86523	
3. ORIGIN	4. DESTINATION (Name and location)	5. MANIFEST NO.	6. TRIP NO. AND DATE		7. CABIN ATTENDANT	
TRAVIS AFB	TAN SON NHUT AFB	L603	23 / 14 Jul 19XX		SP4 Murphy	
MANIFEST						
LINE NO.	GRADE OR TITLE	U.S. ARMED FORCES PASSENGERS (Name and AFSN or SSAN) U.S. CIVILIANS AND FOREIGN NATIONALS (Name-Last, First, M.I.- and Passport No.)	CHECKED BAGGAGE		PASSENGER WEIGHT PLUS CABIN BAGGAGE	AUTHORITY AND/OR PRIORITY IDENTIFICATION (HQS., Order No., and Date)
			PIECES	WEIGHT		
A.	B.	C.	D.	E.	F.	
1	CPT	WHITE, ROBERT J. 081-17-0581	1	35	185	DA S069-237 9 APR 19XX
2	1LT	SMITH, ARAM Q. 521-19-8532	2	83	243	DA S069-237 9 APR 19XX
3	2LT	RAMSEY, WILLIAM C. 807-95-2258	2	71	201	DA S069-237 9 APR 19XX
4	WO1	PALMER, CHRIS T. 925-07-6251	1	40	190	DA S069-237 9 APR 19XX
5	DAC	HERSHFIELD, SALLY T. PSPT NO. J2285807	2	52	197	DA S069-362-1 10 APR 19XX
6	DAC	MANNERS, MARION P. PSPT NO. L8702333	1	47	192	DA S0363174 10 APR 19XX
7	DAC	WIDEMAN, JOHN N. PSPT NO. B6397346	2	65	215	DA S0723616 10 APR 19XX
8	DAC	FERNANDEZ, ELIZABETH L. PSPT NO. Q2561430	1	37	162	DA S0832450 9 APR 19XX
9	DAC	HOQUE, MARGARET S. PSPT NO. N5673241	3	112	237	DA S0453824 8 APR 19XX
10	DAC	KENNEY, THOMAS K. PSPT NO. M7323879	1	33	193	DA S0453823 8 APR 19XX
11	1LT	LIVINGSTONE, ALVIN R. 015-63-7982	2	49	229	DA S069-238 7 APR 19XX
12	2LT	PROCTOR, JAMES S. 516-72-8241	2	47	207	DA S069-238 7 APR 19XX

Figure L-1. Sample passenger list.

**L-3. Procedure at the Scene of the Accident**

The procedure used in multiple recovery and removal of remains at the scene of an accident is a major factor in the final separation and identification of the casualties. This is particularly true when the remains are dismembered. Since no two disasters present the same problems, a rigid procedure cannot be established. Recovery and removal should, therefore, be accomplished in such a manner that all clues of identity are retained. The officer in charge exercises his best judgment by improvising methods whenever necessary and by preparing a complete report of all activities undertaken. The position of the remains and effects in relation to the scene is a most important clue. Therefore, the officer in charge accompanied by a draftsman surveys the immediate area of the accident and prepares a detailed sketch containing all obvious features of the terrain and parts of the wreckage (fig L-2). After completing this sketch, the officer orders a systematic search to

locate all remains and personal effects. Search and recovery operations should not be started in darkness if avoidable. The area of search must extend beyond the immediate disaster area to locate everything thrown clear of the immediate wreckage. All remains and effects discovered are plotted on the sketch in their relative positions by a team consisting of a clerk and the draftsman. Each plotted position is designated by a symbol and a number or letter. A remains is symbolized by an X and a search and recovery (S&R) number. Personal effects that cannot immediately be identified with a remains are symbolized by an O and an S&R letter. A photographer makes pictures where necessary to support the sketch. No remains, portions thereof, or effects should be removed until its position is plotted. When the position of a given remains has been plotted, a medical NCO prepares DD Form 1380 (US Field Medical Card) and fastens the card to the remains.



x-DENOTES REMAINS

o-DENOTES PERSONAL EFFECTS, OTHER THAN THOSE FOUND ON REMAINS

Figure L-2. Sketch of wreckage site.

a. *Tagging the Remains.* A remains is placed in a human remains pouch, securely wrapped in a shelter half, mattress cover, or blanket and tagged with the plotted S&R number before being removed from the site. Sometimes the S&R number is written on the end of the DD Form 1380. The S&R number is retained as the temporary designation of the remains until final identification is established. Each grouping of commingled remains is placed in a separate human remains pouch and tagged with an individual S&R number. Dismembered portions of remains are not assigned an S&R number but are tagged with information indicating their position relative to numbered remains. Tags fastened to remains or portions of remains removed from a vehicle should contain information indicating the location of the remains in the vehicle.

b. *Preserving Personal Effects.* Personal effects and other identifying media must not be separated from the remains at the accident site. These items

are sealed in an effects tab and kept with the remains to which they belong. Effects bags are tagged with the S&R number of the remains upon which the effects were found. Great care must be exercised to insure that the S&R number for a remains and his personal effects correspond.

#### **L-4. After-Action Reports**

After completing search and recovery operations, the officer in charge prepares DD Form 567 (Record of Recovery of Remains) and a summary of recovery activities.

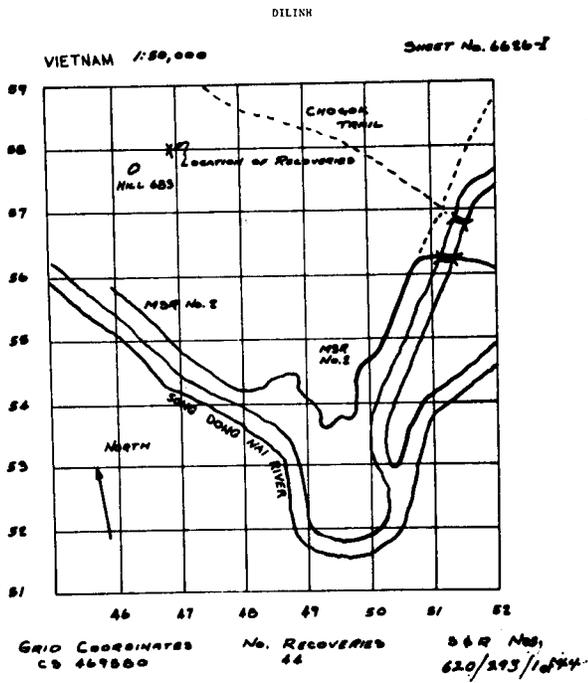
a. *DD Form 567.* In the case of multiple remains, one DD Form 567 may be used to record the entire operation (fig L-3 ). This form requires detailed information concerning the location of the accident site. Such information is obtained from a map (fig L-4). Later, during processing, an individual DD Form 567 is completed for each remains.

RECORD OF RECOVERY OF REMAINS (FM 10-68 and TM 10-286)		DATE 18 July 19__
<b>REMAINS</b>		<b>SPACE FOR USE OF UNIT MAKING FINAL DISPOSITION</b>
Recovery Number 620/293/(1 of 44)	Evacuation Number	Unit designation
Date of recovery 15-18 July 19__		Identified as (Last Name-First Name-Middle Initial)
Estimated date of death 14 July 19__		Grade                      Service Number
Nationality (Check one) U. S.    Allied    Enemy    Unknown		Means of Identification
<p>Place of Recovery (Indicate Map Sheet Number; Grid Coordinates; name of nearest village or town; name, description or number of roads, mountains or other landmarks; type of grave (shallow - deep - surface); type of position (infantry, field artillery, etc.). If recovered from a vehicle, tank or plane, give position therein.</p> <p style="text-align: center;">Remains recovered from the scene of an airplane crash at grid coords CS 469580, Map Sheet 6626-I, Vietnam 1:50,000, near the village of Di Linh, nearest mountain: Hill 683, nearest main supply route: #2.</p>		
<p>Identification media found in grave and surrounding area (Include serial numbers found on vehicles, tanks, aircraft and weapons)</p> <p style="text-align: center;">See Record of Identification Processing DD Forms 890-894 for each recovered remains. Plane: C-119, tail number 2551</p>		
<b>RECOVERED WITH REMAINS (Use Reverse Side for Additional Space)</b>		<b>SPACE FOR USE OF UNIT MAKING FINAL DISPOSITION</b>
No. 620/293/(1 of 44)		Unit designation
Recovery Number	Evacuation Number	Identified as (Name, grade, service number)
Recovered by (Name, grade, service number and organization)		Signature
Received at Collecting Point by (Name, grade, service number and organization)		Signature
Officer-In-Charge (Name, grade and branch of service and organization) 2LT, QMC, USA, Operations Officer		Signature <i>Robert B. Dae</i>

DD Form 567, 1 Feb 56

Army-Fort Lee, Va.-7035-71-500-1

Figure L-3. DD Form 567 (Record of Recovery of Remains).



b. Summary of Recovery Activities. The officer in charge of the recovery team prepares a report of the recovery activities carried out by his team. Figure L-5 contains a sample report.

Figure L-4. Map of accident site.

## REPORT OF RECOVERY ACTIVITIES

Remains found in the crash of a C-141 Aircraft at 1445 hours 14 July 19--, on Hill 683, Map Sheet 6626-I, AMS Vietnam 1:50,000, CS 469580 were recovered in 3 days. The initial party consisted of the company operations officer and one enlisted man. An Air Force search party accompanied the party, which arrived at the scene of the crash at approximately 1100 hours on 15 July.

Before leaving the company area, the operations officer arranged for the necessary supplies and personnel and for transportation. On the first day of the operation, supplies were moved to the scene of the crash from a base established at the foot of Hill 683.

The operations officer, accompanied by a draftsman, surveyed the immediate area of the crash and prepared a detailed sketch which was used on following days to plot the location of each remains as recovered. No remains were moved on 15 July.

The operations officer noted that numerous personnel, both US and local citizens, apparently visited the crash site before the Air Police assumed control. This may account for the fact that some of the personal effects were scattered, and the probability that some pilfering had taken place. Moreover, guards posted by the Air Police during periods when memorial activities personnel were not present could not adequately control the local population during the hours of darkness because of the extent of the crash area and terrain.

Actual recovery operations began 16 July after memorial activities personnel had cleared a landing area for the Army helicopter. As remains were located, a team composed of a clerk and a draftsman plotted their locations on the detailed sketch of the area and examined the remains for identification media. A medical NCO prepared DD Form 1380 and fastened the cards to the remains. When the DD Form 1380 was prepared, a search and recovery number was entered on the card and indicated on the detailed sketch.

Personal effects found on a remains were placed in a properly labeled effects bag and fastened to the remains. It is the opinion of all observers of the crash that most of the effects in personal luggage, stowed aboard the aircraft, were burned with the forward portion of the fuselage.

In several cases, identification tags were found embedded in the flesh of partly incinerated remains. These tags were removed and fastened to the remains with wire. In two cases, which are noted on recovery reports, identification tags were detached from remains and placed with the remains. Those tags recovered separately were placed in a personal effects bag and forwarded as common effects with location of recovery noted on the detailed sketch.

Memorial activities personnel placed the remains in human remains pouches. The immediate area of the recovery was then raked by hand and any portions recovered placed with the remains. The terrain was so rugged that six men were required to transport each pouched remains to the helicopter landing area. The remains were secured to Medical Corps litters, placed on racks in the helicopter, and evacuated to the base of the mountain, which was accessible by road.

Communication among the various operational areas on the mountain and at the base camp was maintained by radio.

Thirteen remains were evacuated to the mortuary on 16 July and 31 remains on 17 July. On 18 July, a search party consisting of one officer and eight enlisted men returned to the crash area and searched thoroughly for additional portions of remains. Results of this search were negative.

*Figure L-5. Sample report of recovery activities.*