

3. If you land en route and are delayed more than 30 minutes, report this information to the nearest FSS and give them your original destination.

4. If your ETE changes by 30 minutes or more, report a new ETA to the nearest FSS and give them your original destination. Remember that if you fail to respond within one-half hour after your ETA at final destination, a search will be started to locate you.

5. It is important that you *close your flight plan IMMEDIATELY AFTER ARRIVAL AT YOUR FINAL DESTINATION WITH THE FSS DESIGNATED WHEN YOUR FLIGHT PLAN WAS FILED. The pilot is responsible for closure of a VFR or DVFR flight plan; they are not closed automatically.* This will prevent needless search efforts.

6. The rapidity of rescue on land or water will depend on how accurately your position may be determined. If a flight plan has been followed and your position is on course, rescue will be expedited.

#### **h. Survival Equipment.**

1. For flight over uninhabited land areas, it is wise to take and know how to use survival equipment for the type of climate and terrain.

2. If a forced landing occurs at sea, chances for survival are governed by the degree of crew proficiency in emergency procedures and by the availability and effectiveness of water survival equipment.

#### **i. Body Signal Illustrations.**

1. If you are forced down and are able to attract the attention of the pilot of a rescue airplane, the body

signals illustrated on these pages can be used to transmit messages to the pilot circling over your location.

2. Stand in the open when you make the signals.

3. Be sure the background, as seen from the air, is not confusing.

4. Go through the motions slowly and repeat each signal until you are positive that the pilot understands you.

#### **j. Observance of Downed Aircraft.**

1. Determine if crash is marked with a yellow cross; if so, the crash has already been reported and identified.

2. If possible, determine type and number of aircraft and whether there is evidence of survivors.

3. Fix the position of the crash as accurately as possible with reference to a navigational aid. If possible, provide geographic or physical description of the area to aid ground search parties.

4. Transmit the information to the nearest FAA or other appropriate radio facility.

5. If circumstances permit, orbit the scene to guide in other assisting units until their arrival or until you are relieved by another aircraft.

6. Immediately after landing, make a complete report to the nearest FAA facility, or Air Force or Coast Guard Rescue Coordination Center. The report can be made by a long distance collect telephone call.