Figure 3–3. Example of a completed DA Form 2397–1, Part II, Summary
3–4. DA Form 2397–1, Part II, Summary
The DA Form 2397–1, Part II, Summary (see fig 3–3) will be completed for each aircraft accident requiring a technical report. (See tables 3–2 through 3–6 for additional information.) The purpose of the form is to summarize essential elements of information contained in other parts of the technical report.

a. Accidents involving one aircraft require only one DA Form 2397–1. Accidents involving more than one aircraft may require an additional DA Form 2397–1, depending upon the circumstances.

(1) A DA Form 2397–1 is required for each aircraft involved in a flight, or flight-related accident per DA Pam 385–40.

(2) A DA Form 2397–1 will be completed in its entirety for the aircraft and crew deemed most responsible for the accident. This DA Form 2397–1 will be referred to as the “case aircraft.”
While conducting a night reconnaissance using night vision goggles, Chalk 1 in a flight of two OH-58ds struck the second of two 1/2-inch diameter ridge wires at approximately 115-120 feet AGL midway between the two stanchions. At least two of the main rotor blades struck the wires. The second rotor blade was severed approximately halfway from the blade tip to the hub after impacting the wire. As a result, the aircraft spun to the right approximately 360 degrees and fell diagonally approximately 150 feet before impacting a 3-foot-high earthen bank that paralleled the two-lane hard-surface road. The aircraft hit nose first and flipped tail over nose, coming to rest on its right side. The aircraft was destroyed and one of the crew members received fatal injuries.
accident, enter the six-digit UIC and abbreviated title of that unit and chain of command up through the Army Headquarters command and explain in the analysis paragraph of DA Form 2397–3. If the accident unit is the same as listed in block 9a, leave blank. Further guidance for determining accountability is contained in AR 385–10, paragraph 3–9.

(10) Block 10.

(a) Block 10a. If the aircraft identified in block 25c was damaged beyond economical repair limits, missing, or abandoned, check the box indicating “total loss.” Insert the replacement cost of the aircraft obtained from TB 43–0002–3 in the space provided for the aircraft damage cost and leave the spaces for aircraft repair man-hours and cost blank. If the aircraft was repairable, enter in the spaces provided an estimated materiel cost of damage, number of man-hours, and a dollar amount for total man-hours to repair the aircraft, based on the standard labor rate per hour specified in paragraph 1–10. The ECOD and man-hours required to repair the aircraft should be obtained from the organization’s support maintenance. When more than one aircraft is damaged and the other aircraft is not operational, enter the total dollar cost of damage and man-hours to repair the other aircraft or other military property in the “Other Damage Mil” space. Report dollar value of civilian property damage (For example, damaged buildings, destroyed crops, broken utility poles and lines, livestock) in the space “Other Damage Civ” provided. Report the total dollar value of all injuries for this aircraft, as recorded in block 19, DA Forms 2397–9, Part X, Injury/Occupational/Illness Data. The cost is computed using the standard injury and illness costs contained in table 1–1 of this pamphlet. Injuries or fatalities to non-DOD personnel (For example, private citizens) are not included in accident injury/occupational illness cost. Show ownership of all damage by entering one of the codes listed in table 3–3.

(b) Block 10b. Complete this block only for accidents involving a multiple aircraft event. The information will be entered only on the DA Form 2397–1 applying to the “case aircraft” identified in block 25c. The cost entered in block 10b will show the total cost of all aircraft, property damage, injury, and occupational illness attributable to the accident.

(11) Block 11. Check the appropriate box. Two factors are required for an accident to be survivable. Crash forces imposed upon the inhabitable area of the aircraft must be within the limits of human tolerance (see app C), and all portions of the inhabitable area must remain reasonably intact and occupiable. If these criteria are met for at least one, but not all seat/litter positions, the accident is partially survivable. If no seat positions meet the criteria, the accident is nonsurvivable. Fatal injuries or occupancy of an inhabitable area is not the criteria for determining survivability of an accident.

(12) Block 12. Check the appropriate box to indicate the method or attempted method of in-flight escape. This block does not apply to occupants who fell out of the aircraft or were ejected/thrown out without a parachute. Check “NA” if the crew/aircraft is not equipped with parachutes/ejection seats.

(13) Block 13. For fires beginning before initial impact or breakup of the aircraft, check “in-flight.” For fires beginning after the initial crash impact has begun, check “post-crash.” Check both boxes if in-flight and post-crash fires occurred. If “in-flight,” “post-crash,” or “other” boxes is checked, ensure that a DA Form 2397–12 is completed. For the purpose of this block, movement of the aircraft under its own power is considered in-flight. If other is checked, explain in narrative (DA Form 2397–3).

(14) Block 14. Check the “Yes” block if any occupant had difficulty or required assistance during egress. Leave blank for nonsurvivable accidents with no survivors.

(15) Block 15. Enter in blocks a, b, and c the total amount of fuel on board within the aircraft fuel system, in pounds, for the times indicated. Enter in block d the type fuel with which the aircraft was last serviced.

(16) Block 16. Check appropriate blocks and record supporting data on appropriate forms.

(a) Block 16a. If “Yes,” enter types and quantity in block 9e of DA Form 2397–6.

(b) Block 16b. If “Yes,” identify the type night visual aid used in block 16b(2). If night visual aids were a factor in the accident, discuss in the findings (DA Form 2397–2) and “special investigation” portion of the narrative (DA Form 2397–3).

(c) Block 16c. Check “Yes” if a Digital Source Collector (DSC) was installed, specify type in 16c(2). Explain in the narrative (DA Form 2397–3) portion of the report.

(d) Block 16d. If “Yes,” explain and enter name of field training exercise in “the preflight phase” of the narrative (DA Form 2397–3).

(e) Block 16e. Check “Yes” only if heads-up display was in use at the time of accident.

(f) Block 16f. If an emergency locator transmitter was installed, check “Yes.” Explain any malfunctions in the narrative (DA Form 2397–3).

(17) Block 17. Check the appropriate box to indicate under what flight rules the aircraft was being operated at the time of the accident. Check “none” if the aircraft was operated without a flight plan or without being recorded on appropriate flight dispatch records.

(18) Block 18.

(a) Block 18a. Use the mission symbols on DA Form 2408–12 or as specified in AR 95–1. For maintenance operational checks enter “S.” If none, enter “NA.” If the mission was classified, enter “Z.” If the mission symbol is undetermined, enter “U.”

(b) Block 18b. Check the appropriate box to indicate if the mission was a single- or multi-aircraft operation.
(19) **Block 19.** Enter the number of personnel in the appropriate boxes.
   (a) Columns B through E (Disabling) - combine the injuries reported in blocks 1b through 1e of DA Forms 2397–9.
   (b) Columns F through G (Nondisabling) - combine those injuries reported in block 1f and 1g of DA Forms 2397–9. Ensure the number of personnel reported as injured agrees with the number of injured personnel reported on DA Forms 2397–9 for this aircraft.
   (c) Block 19f, “Multiple Aft Event,” is completed only on the DA Form 2397–1 for the “case aircraft” when reporting accidents involving multiple aircraft.

(20) **Block 20.** This block is used to describe the terrain at and around the crash site.
   (a) **Block 20a.** “General characteristics” pertains to the dominant terrain features surrounding the accident site. More than one may apply.
   (b) **Block 20b.** Refers to surface conditions on which the aircraft made its ground run and/or came to final rest. More than one type surface may apply.
   (c) **Block 20c.** Pertains to the terrain grade on which the aircraft came to final rest. If “slope” is checked, specify degrees. Leave blank if not applicable.
   (d) **Block 20d.** Pertains to obstacles located in the vicinity of the accident site that may have influenced the accident. More than one may apply.

(21) **Block 21.** Flight Data. For “Flight Duration,” enter hours and tenths of hours, and for “Phase of Operation,” enter appropriate code(s) (maximum of three) from the list at table 3–4. “Over gross” determinations are not in reference to design gross weight, but are in reference to the conditions under which the aircraft was being operated at the time of the accident.
   (a) **Block 21a.** For planned data, enter the flight parameters that were used during preflight planning for that segment of the mission profile in which the emergency or accident occurred. “Variable” (VAR) may be used where heading, altitude, and airspeed are constantly changing due to mission requirements. Aircraft weight is the estimated take-off weight.
   (b) **Block 21b.** For emergency data, enter the actual flight parameters at the time of the emergency. *Note.* The use of the term “Emergency” in this pamphlet refers to “any occurrence/situation wherein the personnel involved sense a need to take appropriate measures to reduce the effects of the occurrence/situation or prevent injury/occupational illness, property damage, or further materiel failure.
   (c) **Block 21c.** For accident or termination data, enter flight parameters at the time when the major impact/accident occurred or accident sequence stops if no major impact occurred (could be same as emergency data).

(22) **Block 22.** Place a “D,” “S,” or “U” in the appropriate space provided if personnel, materiel, or environmental factors definitely contributed, are suspected to have contributed, or the role in the accident could not be determined. Identify personnel by duty codes from the list at table 3–5. It is essential that each entry in block 22 be supported by the present and contributing findings reported in blocks 1 and 2 of the DA Form 2397–2, the analysis portion of the DA Form 2397–3, and the cause relationship block elements checked on DA Forms 2397–7, Part VIII, Maintenance and Materiel Data, 2397–8, Part IX, Personal Data, and 2397–11, Part XII, Weather/Environmental.

(23) **Block 23.** Enter a concise summary of the accident sequence of events from the first indication of the emergency through termination of the accident sequence. Avoid conclusions of the investigation as to the cause of the accident. Continue on letter-size paper as necessary; however, do not exceed a total of 15 lines of typewritten information.

(24) **Block 24.** The aviation safety officer (ASO) of the unit involved in the accident will normally review the completed report and sign in this block. The ASO’s signature does not indicate or imply his concurrence or nonconcurrence with the report but only that he has reviewed and is aware of the contents of the report.

(25) **Block 25.** Enter the case number. The case number is a 19-digit numerical entry consisting of an 8-digit date (Block 25a), 4-digit hour of the day (Block 25b), and the 7-digit tail number of the “case aircraft” (Block 25c). This case number will be placed on each form of the DA Form 2397-series accompanying the report, as indicated in table

(26) **Block 26.** Block 26. If the accident involves a multiple aircraft event, block 26 will be completed only on additional DA Forms 2397–1, addressing the other aircraft. Leave blank if it is a single aircraft accident.