Figure 3–14. Example of a completed DA Form 2397–12, Part XIII, Fire
a. Also see paragraph 3–15.

b. Complete instructions as follows:

(1) Block 1. Check the appropriate box to indicate when the fire started.

(2) Block 2. Enter a “1” in the appropriate block for the initial indication of fire. Enter “2,” “3,” for additional indications.

(3) Block 3. Enter a “1” in the definite or suspected block to show the first location of the fire. When the principal location of the fire is different, enter a “2” to show the principal location. For example, ignition might occur at a broken fuel line to the engine. The fire might then spread to a ruptured fuel cell, causing it to become the principal location of the fire.

(4) Block 4. Check the appropriate box to show the ignition source. If a definite source is not known, investigators are urged to indicate a suspected source. In all cases where a suspected source is indicated, explain in block 10.

(5) Block 5. Check the materiel(s) that were the principal source of the fire.

(6) Block 6. Check the appropriate box(es) to report on the adequacy of ground and aircraft fire extinguishing systems. Ground (Gnd) extinguisher systems include fire trucks, ramp extinguisher. Aircraft fire extinguishing systems include those that are integrally installed (INST) in the aircraft. For example, engine fire extinguishing systems; and/or portable bottle (PORT). Explain in block 10 all malfunctions and failures of the extinguishers/systems. Include nomenclature, NSN, size of extinguisher, type of agent, reason for failure and EIR number.

(7) Block 7. Enter explanations or clarifications of other items on the form and continue remarks on letter-size paper.

(8) Block 10. Enter the case number shown on DA Form 2397–11.

(9) Block 12. Use only in cases involving more than one aircraft and make entry only on the form applying to the other aircraft. For example, other than the one identified in block 11c.