

Signaling and Direction Finding

Signaling and Direction Finding	1
Visual Signals	2
Fire	2
Smoke	2
Pen Flares	3
Tracer Ammunition	3
Star Clusters	3
Star Parachute Flares	3
Mirrors or Shiny Objects	4
Flashlight or Strobe Light	5
Clothing	5
Natural Material	5
Sea Dye Markers	6
Audio Signals	6
Radio Equipment	6
Whistles	6
Gunshots	6
Codes And Signals	6
SOS	6
Ground-to-Air Emergency Code	7
Body Signals	7
Panel Signals	8
Aircraft Acknowledgments	9
Direction Finding	10
Finding Your Way	10
Using The Sun And Shadows	10
Shadow-Tip Methods	10
The Watch Method	12
Using The Moon	12
Using The Stars	13
Making Improvised Compasses	14
Other Means Of Determining Direction	14

Visual Signals

These signals are materials or equipment you use to make your presence known to rescuers.

Fire

During darkness, fire is the most effective visual means for signaling. Build three fires in a triangle (the international distress signal) or in a straight line with about 25 meters between the fires. Build them as soon as time and the situation permit and protect them until you need them. If you are alone, maintaining three fires may be difficult. If so, maintain one signal fire. When constructing signal fires, consider your geographic location. If in a jungle, find a natural clearing or the edge of a stream where you can build fires that the jungle foliage will not hide. You may even have to clear an area. If in a snow-covered area, you may have to clear the ground of snow or make a platform on which to build the fire so that melting snow will not extinguish it.

A burning tree (tree torch) is another way to attract attention (Figure 19-1). You can set pitch-bearing trees afire, even when green. You can get other types of trees to burn by placing dry wood in the lower branches and igniting it so that the flames flare up and ignite the foliage. Before the primary tree is consumed, cut and add more small green trees to the fire to produce more smoke. Always select an isolated tree so that you do not start a forest fire and endanger yourself.

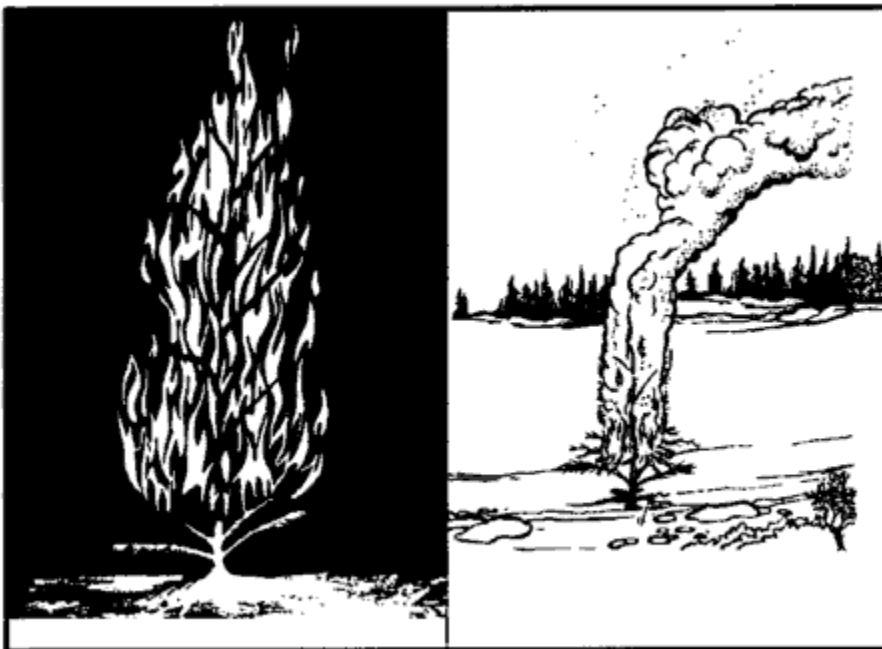


Figure 19-1. Tree torch.

Smoke

During daylight, build a smoke generator and use smoke to gain attention (Figure 19-2). The international distress signal is three columns of smoke. Try to create a color of smoke that contrasts with the background; dark smoke against a light background and vice versa. If you practically smother a large fire with green leaves, moss, or a little water, the fire will produce white smoke. If you add rubber or oil-soaked rags to a fire, you will get black smoke.

In a desert environment, smoke hangs close to the ground, but a pilot can spot it in open desert terrain. Smoke signals are effective only on comparatively calm, clear days. High winds, rain, or snow disperse smoke, lessening its chances of being seen.

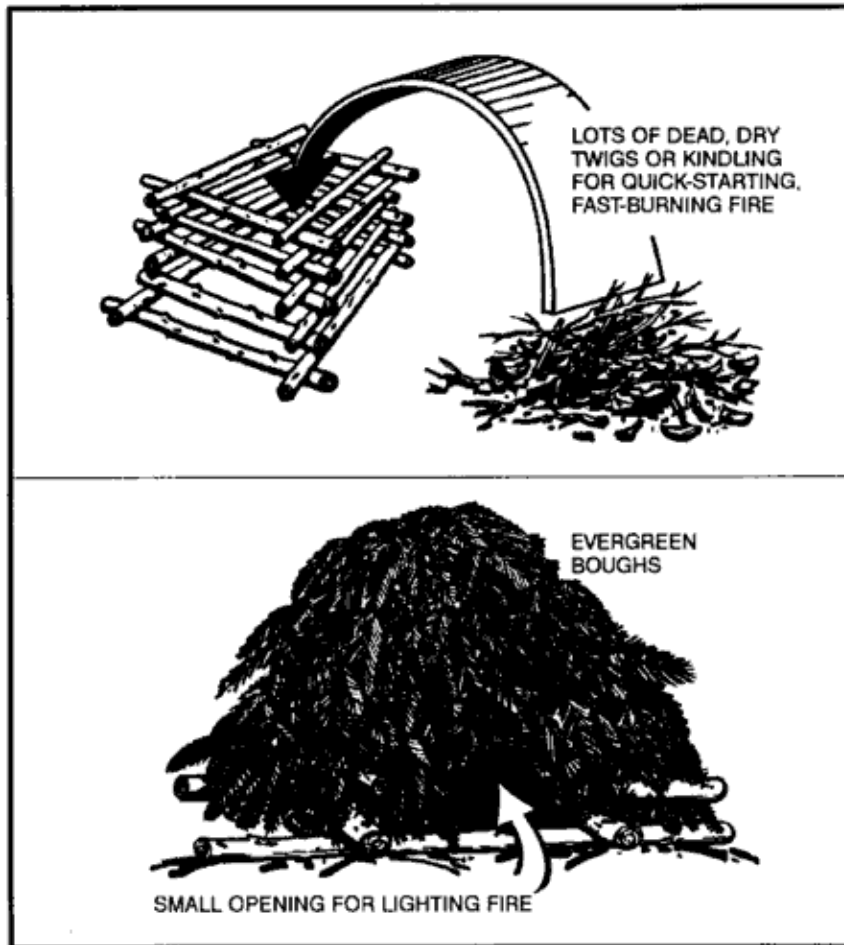


Figure 19-2. Smoke generator—ground.

Pen Flares

These flares are part of an aviator's survival vest. The device consists of a pen-shaped gun with a flare attached by a nylon cord. When fired, the pen flare sounds like a pistol shot and fires the flare about 150 meters high. It is about 3 centimeters in diameter. To have the pen flare ready for immediate use, take it out of its wrapper, attach the flare, leave the gun un-cocked, and wear it on a cord or chain around your neck. Be ready to fire it in front of search aircraft and be ready with a secondary signal. Also, be ready to take cover in case the pilot mistakes the flare for enemy fire.

Tracer Ammunition

You may use rifle or pistol tracer ammunition to signal search aircraft. **Do not** fire the ammunition in front of the aircraft. As with pen flares, be ready to take cover if the pilot mistakes your tracers for enemy fire.

Star Clusters

Red is the international distress color; therefore, use a red star cluster whenever possible. Any color, however, will let your rescuers know where you are. Star clusters reach a height of 200 to 215 meters, burn an average of 6 to 10 seconds, and descend at a rate of 14 meters per second.

Star Parachute Flares

These flares reach a height of 200 to 215 meters and descend at a rate of 2.1 meters per second. The M126 (red) burns about 50 seconds and the M127 (white) about 25 seconds. At night you can see these flares at 48 to 56 kilometers.

Mirrors or Shiny Objects

On a sunny day, a mirror is your best signaling device. If you don't have a mirror, polish your canteen cup, your belt buckle, or a similar object that will reflect the sun's rays. Direct the flashes in one area so that they are secure from enemy observation. Practice using a mirror or shiny object for signaling *now*; do not wait until you need it. If you have an MK-3 signal mirror, follow the instructions on its back (Figure 19-3).

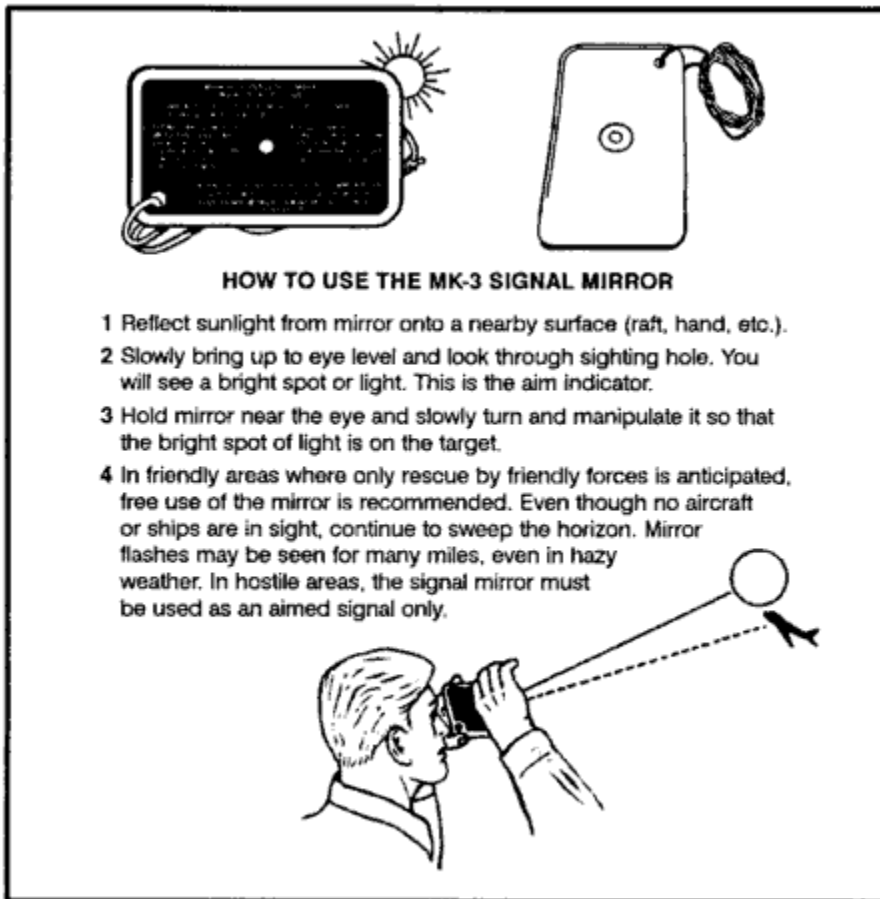


Figure 19-3. Signal mirror.

Wear the signal mirror on a cord or chain around your neck so that it is ready for immediate use. However, be sure the glass side is against your body so that it will not flash; the enemy can see the flash.

CAUTION

Do not flash a signal mirror rapidly because a pilot may mistake the flashes for enemy fire. Do not direct the beam in the aircraft's cockpit for more than a few seconds as it may blind the pilot. Haze, ground fog, and mirages may make it hard for a pilot to spot signals from a flashing object. So, if possible, get to the highest point in your area when signaling. If you can't determine the aircraft's location, flash your signal in the direction of the aircraft noise.

Note: Pilots have reported seeing mirror flashes up to 160 kilometers away under ideal conditions. Figures 19-4 and 19-5 show methods of aiming a signal mirror for signaling.

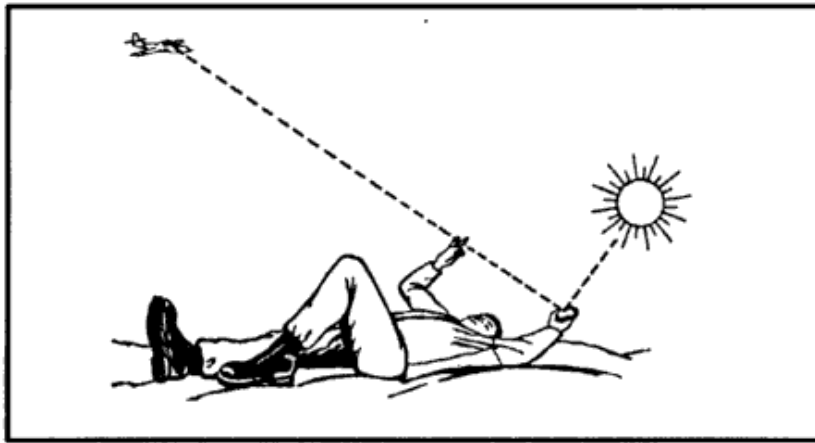


Figure 19-4. Aiming an improvised signal mirror.

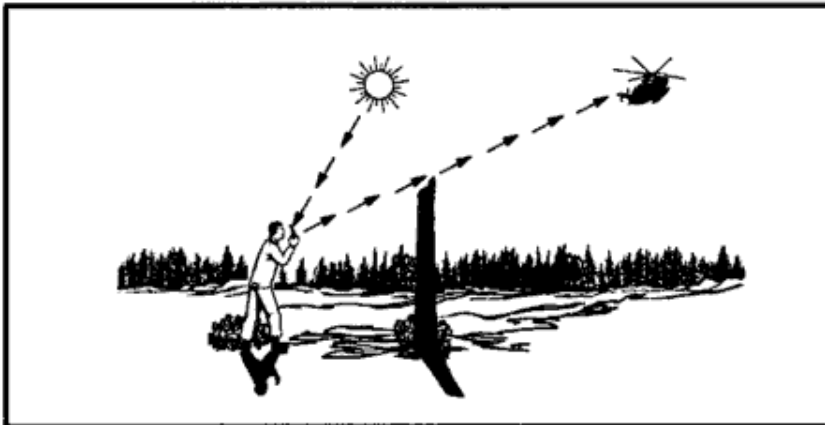


Figure 19-5. Aiming an improvised signal mirror—stationary object.

Flashlight or Strobe Light

At night you can use a flashlight or a strobe light to send an SOS to an aircraft. When using a strobe light, take care to prevent the pilot from mistaking it for incoming ground fire. The strobe light flashes 60 times per minute. Some strobe lights have infrared covers and lenses. Blue flash collimators are also available for strobe lights.

Clothing

Spreading clothing on the ground or in the top of a tree is another way to signal. Select articles whose color will contrast with the natural surroundings. Arrange them in a large geometric pattern to make them more likely to attract attention.

Natural Material

If you lack other means, you can use natural materials to form a symbol or message that can be seen from the air. Build mounds that cast shadows; you can use brush, foliage of any type, rocks, or snow blocks. In snow-covered areas, tramp the snow to form letters or symbols and fill the depression with contrasting material (twigs or branches). In sand, use boulders, vegetation, or seaweed to form a symbol or message. In brush-covered areas, cut out patterns in the vegetation or sear the ground. In tundra, dig trenches or turn the sod upside down. In any terrain, use contrasting materials that will make the symbols visible to the aircrews.

Sea Dye Markers

All military aircraft involved in operations near or over water will normally carry a water survival kit that contains sea dye markers. If you are in a water survival situation, use sea dye markers during daylight to indicate your location. These spots of dye stay conspicuous for about 3 hours, except in very rough seas. Use them only if you are in a friendly area. Keep the markers wrapped until you are ready to use them. Use them only when you hear or sight an aircraft. Sea dye markers are also very effective on snow-covered ground; use them to write distress code letters.

Audio Signals

Radios, whistles, and gunshots are some of the methods you can use to signal your presence to rescuers.

Radio Equipment

The AN/PRC-90 survival radio is a part of the Army aviator's survival vest. The AN/PRC-112 will eventually replace the AN/PRC-90. Both radios can transmit either tone or voice. Any other type of Army radio can do the same. The ranges of the different radios vary depending on the altitude of the receiving aircraft, terrain, vegetation density, weather, battery strength, type of radio, and interference. To obtain maximum performance from radios, use the following procedures:

- ▶ Try to transmit only in clear, unobstructed terrain. Since radios are line-of-sight communications devices, any terrain between the radio and the receiver will block the signal.
- ▶ Keep the antenna at right angles to the rescuing aircraft. There is no signal from the tip of the antenna.
- ▶ If the radio has tone capability, place it upright on a flat, elevated surface so that you can perform other survival tasks.
- ▶ Never let the antenna touch your clothing, body, foliage, or the ground. Such contact greatly reduces the range of the signal.
- ▶ Conserve battery power. Turn the radio off when you are not using it. Do not transmit or receive constantly. In hostile territory, keep transmissions short to avoid enemy radio direction finding.
- ▶ In cold weather, keep the battery inside your clothing when not using the radio. Cold quickly drains the battery's power. Do not expose the battery to extreme heat such as desert sun. High heat may cause the battery to explode. Try to keep the radio and battery as dry as possible, as water may destroy the circuitry.

Whistles

Whistles provide an excellent way for close up signaling. In some documented cases, they have been heard up to 1.6 kilometers away. Manufactured whistles have more range than a human whistle.

Gunshots

In some situations you can use firearms for signaling. Three shots fired at distinct intervals usually indicate a distress signal. Do not use this technique in enemy territory. The enemy will surely come to investigate shots.

Codes And Signals

Now that you know how to let people know where you are, you need to know how to give them more information. It is easier to form one symbol than to spell out an entire message. Therefore, learn the codes and symbols that all aircraft pilots understand.

SOS

You can use lights or flags to send an SOS--three dots, three dashes, three dots. The SOS is the internationally recognized distress signal in radio Morse code. A dot is a short, sharp pulse; a dash is a longer pulse. Keep repeating the signal. When using flags, hold flags on the left side for dashes and on the right side for dots.

Ground-to-Air Emergency Code

This code (Figure 19-6) is actually five definite, meaningful symbols. Make these symbols a minimum of 1 meter wide and 6 meters long. If you make them larger, keep the same 1: 6 ratio. Ensure the signal contrasts greatly with the ground it is on. Place it in an open area easily spotted from the air.

Number	Message	Code symbol
1	Require assistance.	V
2	Require medical assistance.	X
3	No or negative.	N
4	Yes or affirmative.	Y
5	Proceed in this direction.	↑

Figure 19-6. Ground-to-air emergency code (pattern signals).

Body Signals

When an aircraft is close enough for the pilot to see you clearly, use body movements or positions (Figure 19-7) to convey a message.


 Can proceed shortly; wait if practicable.	 Land here (point in direction of landing).	 Need mechanical help or parts; long delay.	
 All OK; do not wait.	 Do not attempt to land here.	 Pick us up; aircraft abandoned.	 Use drop message.
 Affirmative (yes).	 Negative (no).	 Our receiver is operating.	 Need medical assistance <i>urgently</i> .

Figure 19-7. Body signals.

Panel Signals

If you have a life raft cover or sail, or a suitable substitute, use the symbols shown in Figure 19-8 to convey a message.
















 <p>On land and at sea: O.K. to land. Arrow shows landing direction.</p>	 <p>On land and at sea: Need medical attention.</p>	 <p>On land and at sea: Do not attempt landing.</p>
 <p>On land and at sea: Need first aid supplies.</p>	 <p>On land and at sea: Plane is flyable; need tools.</p>	 <p>On land: Need gas and oil; plane is flyable.</p>
 <p>On land: Need warm clothing. At sea: Need exposure suit or clothing indicated.</p>	 <p>On land: Indicate direc- tion of nearest civiliza- tion. At sea: Indicate direction of rescue craft.</p>	 <p>Have abandoned plane. On land: Walking in this direction. At sea: Drifting.</p>
 <p>On land and at sea: Need food and water.</p>	 <p>On land: Should we wait for rescue plane? At sea: Notify rescue agency of my position.</p>	 <p>At sea: Need equipment as indicated. Signals follow.</p>
 <p>On land: Need quinine or Atabrine. At sea: Need sun cover.</p>	<p>Survivors use life raft sails to convey signals.</p> <p>Blue  Yellow </p>	

Figure 19-8. Panel signals.

Aircraft Acknowledgments

Once the pilot of a fixed-wing aircraft has sighted you, he will normally indicate he has seen you by flying low, moving the plane, and flashing lights as shown in Figure 19-9. Be ready to relay other messages to the pilot once he acknowledges that he received and understood your first message. Use a radio, if possible, to relay further messages. If no radio is available, use the codes covered in the previous paragraphs.

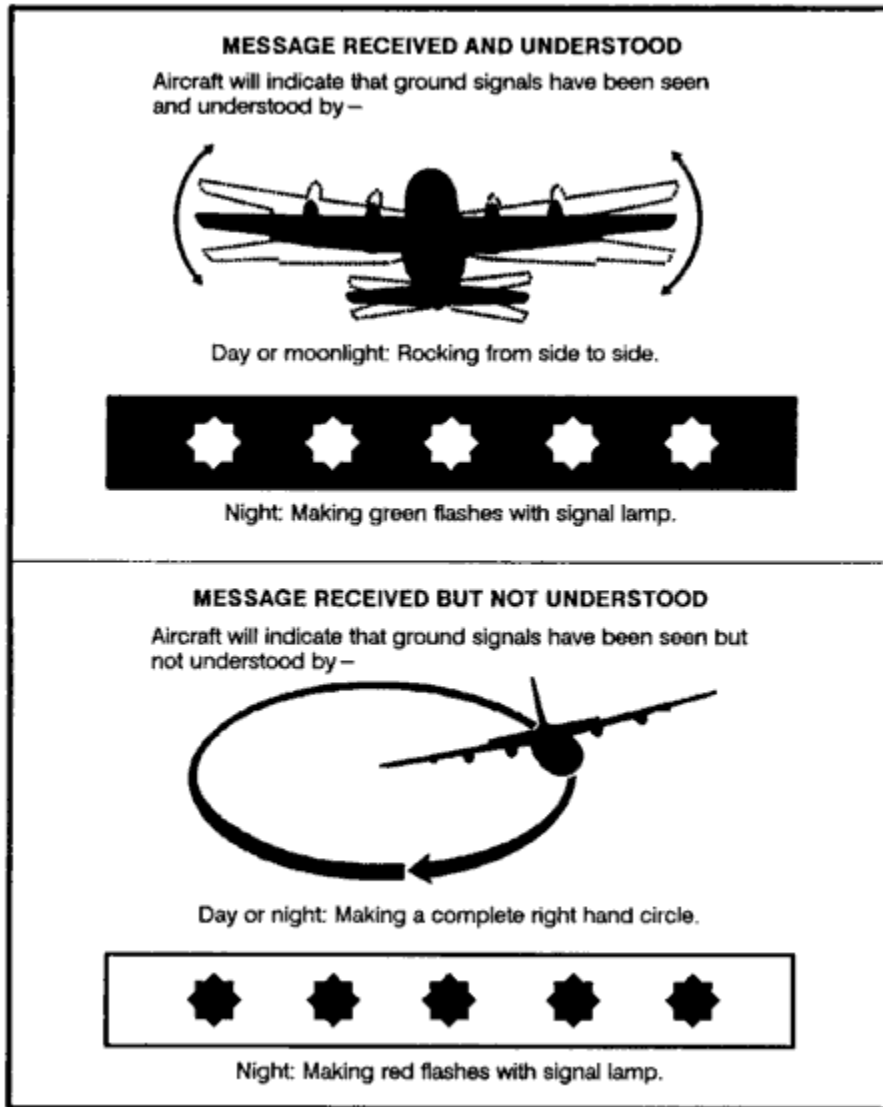


Figure 19-9. Aircraft acknowledgments.

Direction Finding

Finding Your Way

In a survival situation, you will be extremely fortunate if you happen to have a map and compass. If you do have these two pieces of equipment, you will most likely be able to move toward help. If you are not proficient in using a map and compass, you must take the steps to gain this skill. There are several methods by which you can determine direction by using the sun and the stars. These methods, however, will give you only a general direction. You can come up with a more nearly true direction if you know the terrain of the territory or country.

Using The Sun And Shadows

The earth's relationship to the sun can help you to determine direction on earth. The sun always rises in the east and sets in the west, but not exactly due east or due west. There is also some seasonal variation. In the northern hemisphere, the sun will be due south when at its highest point in the sky, or when an object casts no appreciable shadow. In the southern hemisphere, this same noonday sun will mark due north. In the northern hemisphere, shadows will move clockwise. Shadows will move counterclockwise in the southern hemisphere. With practice, you can use shadows to determine both direction and time of day. The shadow methods used for direction finding are the shadow-tip and watch methods.

Shadow-Tip Methods

In the first shadow-tip method, find a straight stick 1 meter long, and a level spot free of brush on which the stick will cast a definite shadow. This method is simple and accurate and consists of four steps:

- *Step 1.* Place the stick or branch into the ground at a level spot where it will cast a distinctive shadow. Mark the shadow's tip with a stone, twig, or other means. This first shadow mark is always west--**everywhere** on earth.
- *Step 2.* Wait 10 to 15 minutes until the shadow tip moves a few centimeters. Mark the shadow tip's new position in the same way as the first.
- *Step 3.* Draw a straight line through the two marks to obtain an approximate east-west line.
- *Step 4.* Stand with the first mark (west) to your left and the second mark to your right--you are now facing north. This fact is true **everywhere** on earth.

An alternate method is more accurate but requires more time. Set up your shadow stick and mark the first shadow in the morning. Use a piece of string to draw a clean arc through this mark and around the stick. At midday, the shadow will shrink and disappear. In the afternoon, it will lengthen again and at the point where it touches the arc, make a second mark. Draw a line through the two marks to get an accurate east-west line (see Figure 18-1).

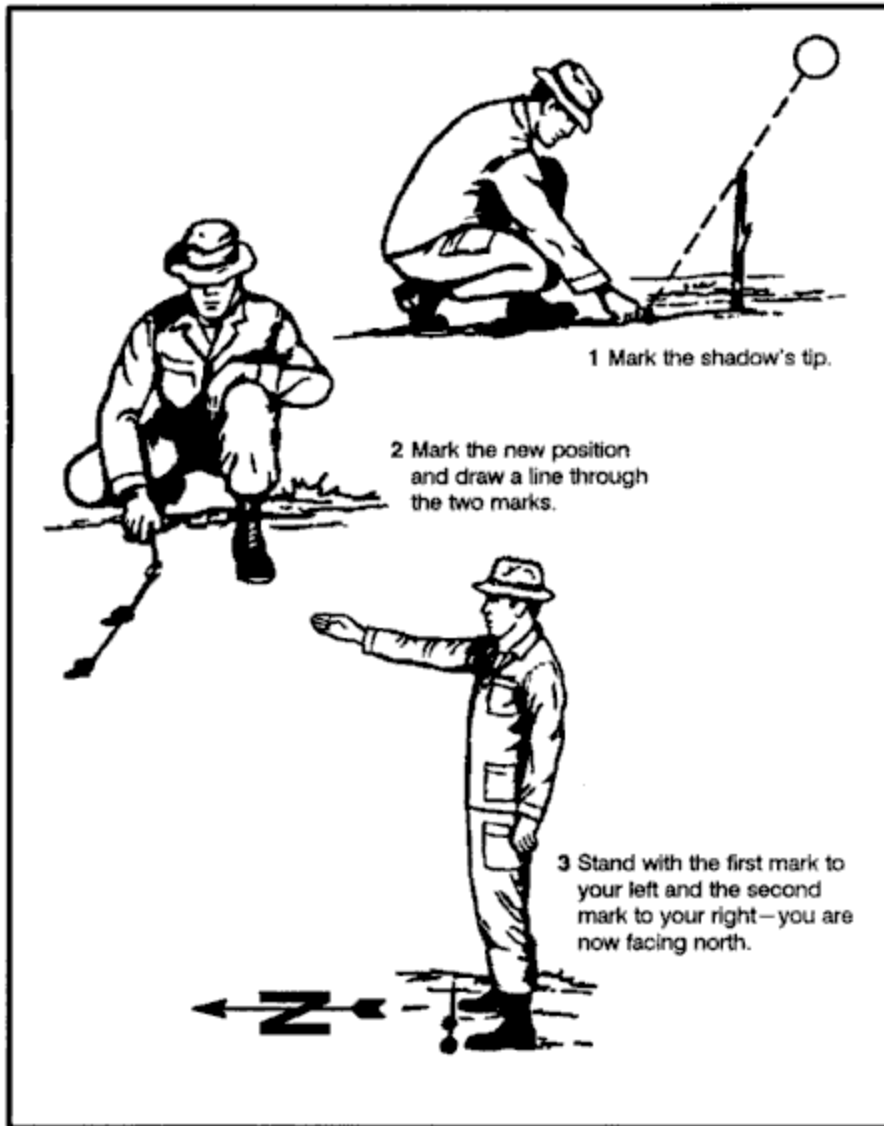


Figure 18-1. Shadow-tip method.

The Watch Method

You can also determine direction using a common or analog watch--one that has hands. The direction will be accurate if you are using true local time, without any changes for daylight savings time. Remember, the further you are from the equator, the more accurate this method will be. If you only have a digital watch, you can overcome this obstacle. Quickly draw a watch on a circle of paper with the correct time on it and use it to determine your direction at that time.

In the northern hemisphere, hold the watch horizontal and point the hour hand at the sun. Bisect the angle between the hour hand and the 12 o'clock mark to get the north-south line (Figure 18-2). If there is any doubt as to which end of the line is north, remember that the sun rises in the east, sets in the west, and is due south at noon. The sun is in the east before noon and in the west after noon.

Note: If your watch is set on daylight savings time, use the midway point between the hour hand and 1 o'clock to determine the north-south line.

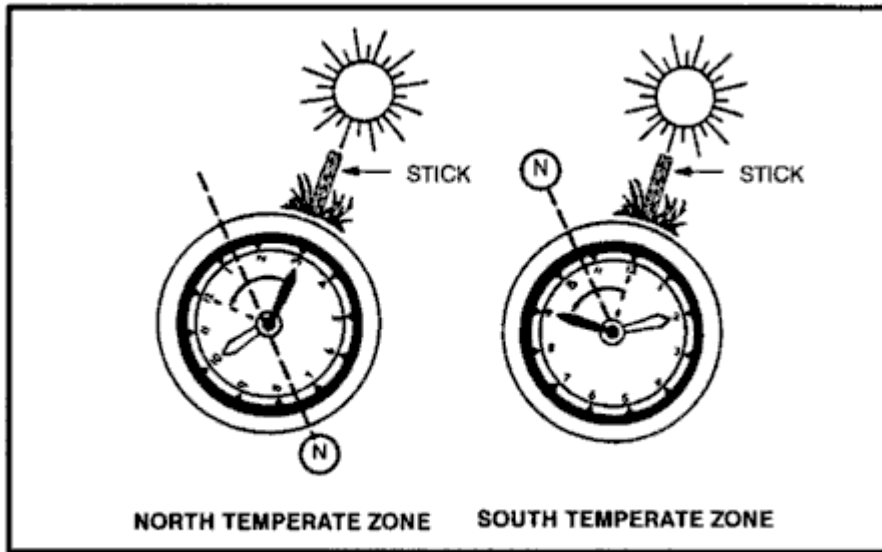


Figure 18-2. Watch method.

In the southern hemisphere, point the watch's 12 o'clock mark toward the sun and a midpoint halfway between 12 and the hour hand will give you the north-south line (Figure 18-2).

Using The Moon

Because the moon has no light of its own, we can only see it when it reflects the sun's light. As it orbits the earth on its 28-day circuit, the shape of the reflected light varies according to its position. We say there is a new moon or no moon when it is on the opposite side of the earth from the sun. Then, as it moves away from the earth's shadow, it begins to reflect light from its right side and waxes to become a full moon before waning, or losing shape, to appear as a sliver on the left side. You can use this information to identify direction. If the moon rises before the sun has set, the illuminated side will be the west. If the moon rises after midnight, the illuminated side will be the east. This obvious discovery provides us with a rough east-west reference during the night.

Using The Stars

Your location in the Northern or Southern Hemisphere determines which constellation you use to determine your north or south direction.

The Northern Sky

The main constellations to learn are the Ursa Major, also known as the Big Dipper or the Plow, and Cassiopeia (Figure 18-3). Neither of these constellations ever sets. They are always visible on a clear night. Use them to locate Polaris, also known as the polestar or the North Star. The North Star forms part of the Little Dipper handle and can be confused with the Big Dipper. Prevent confusion by using both the Big Dipper and Cassiopeia together. The Big Dipper and Cassiopeia are always directly opposite each other and rotate counterclockwise around Polaris, with Polaris in the center. The Big Dipper is a seven star constellation in the shape of a dipper. The two stars forming the outer lip of this dipper are the "pointer stars" because they point to the North Star. Mentally draw a line from the outer bottom star to the outer top star of the Big Dipper's bucket. Extend this line about five times the distance between the pointer stars. You will find the North Star along this line.

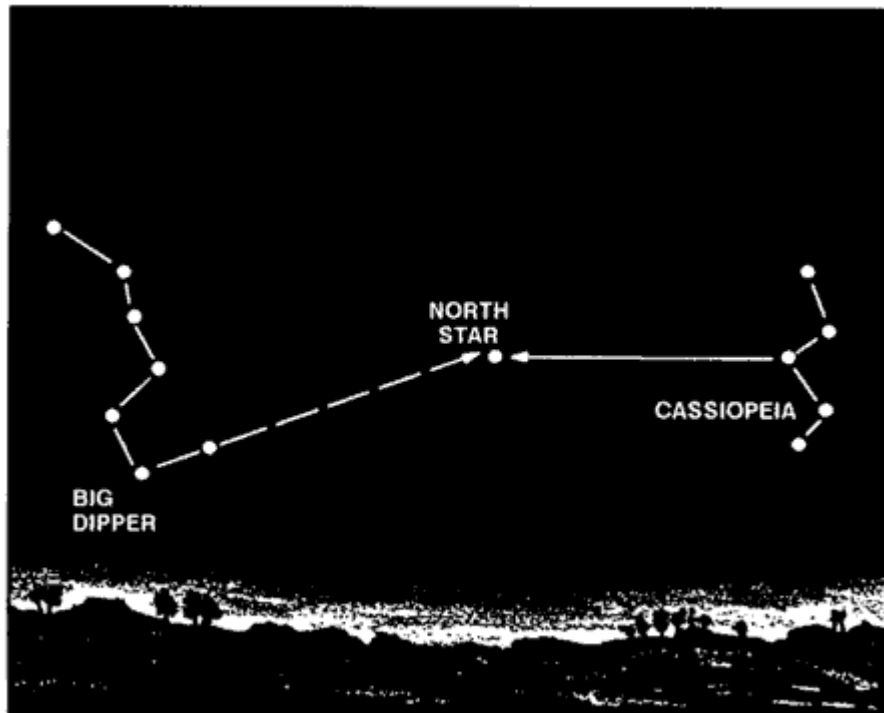


Figure 18-3. The Big Dipper and Cassiopeia.

Cassiopeia has five stars that form a shape like a "W" on its side. The North Star is straight out from Cassiopeia's center star. After locating the North Star, locate the North Pole or true north by drawing an imaginary line directly to the earth.

The Southern Sky

Because there is no star bright enough to be easily recognized near the south celestial pole, a constellation known as the Southern Cross is used as a signpost to the South (Figure 18-4). The Southern Cross or Crux has five stars. Its four brightest stars form a cross that tilts to one side. The two stars that make up the cross's long axis are the pointer stars. To determine south, imagine a distance five times the distance between these stars and the point where this imaginary line ends is in the general direction of south. Look down to the horizon from this imaginary point and select a landmark to steer by. In a static survival situation, you can fix this location in daylight if you drive stakes in the ground at night to point the way.

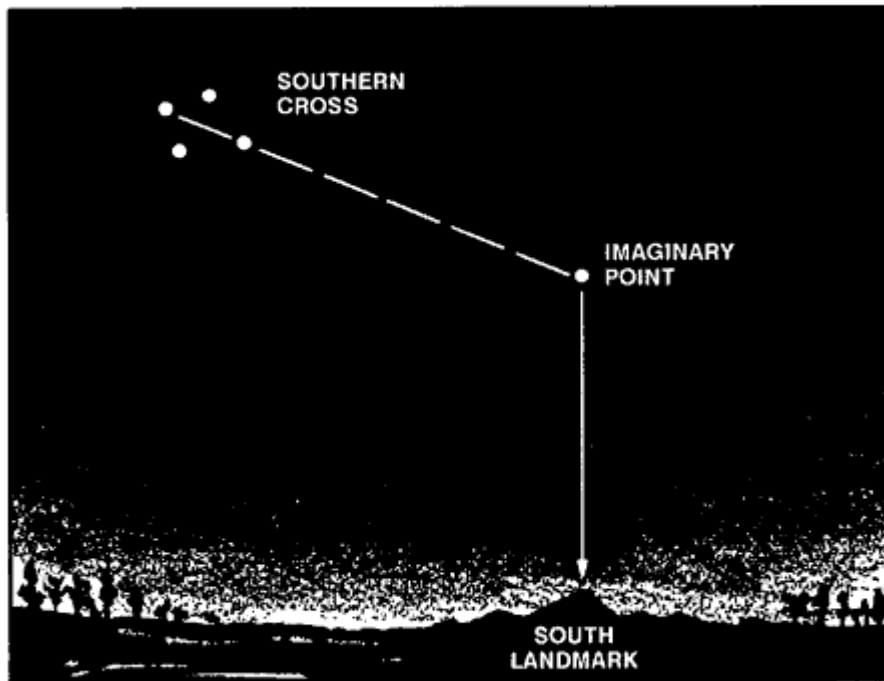


Figure 18-4. Southern Cross.

Making Improvised Compasses

You can construct improvised compasses using a piece of ferrous metal that can be needle shaped or a flat double-edged razor blade and a piece of nonmetallic string or long hair from which to suspend it. You can magnetize or polarize the metal by slowly stroking it in one direction on a piece of silk or carefully through your hair using deliberate strokes. You can also polarize metal by stroking it repeatedly at one end with a magnet. Always rub in one direction only. If you have a battery and some electric wire, you can polarize the metal electrically. The wire should be insulated. If not insulated, wrap the metal object in a single, thin strip of paper to prevent contact. The battery must be a minimum of 2 volts. Form a coil with the electric wire and touch its ends to the battery's terminals. Repeatedly insert one end of the metal object in and out of the coil. The needle will become an electromagnet. When suspended from a piece of nonmetallic string, or floated on a small piece of wood in water, it will align itself with a north-south line.

You can construct a more elaborate improvised compass using a sewing needle or thin metallic object, a nonmetallic container (for example, a plastic dip container), its lid with the center cut out and waterproofed, and the silver tip from a pen. To construct this compass, take an ordinary sewing needle and break in half. One half will form your direction pointer and the other will act as the pivot point. Push the portion used as the pivot point through the bottom center of your container; this portion should be flush on the bottom and not interfere with the lid. Attach the center of the other portion (the pointer) of the needle on the pen's silver tip using glue, tree sap, or melted plastic. Magnetize one end of the pointer and rest it on the pivot point.

Other Means Of Determining Direction

The old saying about using moss on a tree to indicate north is not accurate because moss grows completely around some trees. Actually, growth is more lush on the side of the tree facing the south in the Northern Hemisphere and vice versa in the Southern Hemisphere. If there are several felled trees around for comparison, look at the stumps. Growth is more vigorous on the side toward the equator and the tree growth rings will be more widely spaced. On the other hand, the tree growth rings will be closer together on the side toward the poles. Wind direction may be helpful in some instances where there are prevailing directions and you know what they are. Recognizing the differences between vegetation and moisture patterns on north- and south-facing slopes can aid in determining direction. In the northern hemisphere, north-facing slopes receive less sun than south-facing slopes and are therefore cooler and damper. In the summer, north-facing slopes retain patches of snow. In the winter, the trees and open areas on south-facing slopes are the first to lose their snow, and ground snowpack is shallower.