



TECHNICAL RESCUE

NEWSLETTER

55

Newsletter 55 is a **HELICOPTER SPECIAL**

We continue to have problems with our AOL server so have switched a lot of our output to our BT Internet account. Can you therefore cc: rescuemagazine@btinternet.com when sending any mail to our AOL account - thanks.

We mostly work remote from the office phone so don't expect an answer. However, we will ring you back if your message hasn't been accidentally deleted. Better still email us because we monitor these continuously regardless of where we are:

rescuemagazine@aol.com
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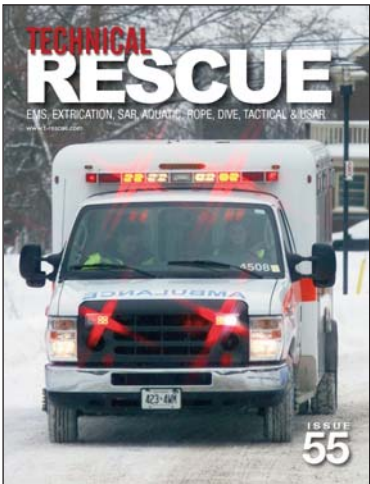
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OUT NOW
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Left: COVER 55: An ambulance of the Peterborough County EMS service in Ontario, Canada taken by Ivan Hansen
Below Left: Ivan's article this issue centres on Peterborough EMS but is concerned with how front-line crews identify and treat epilepsy.
Below Right: Our TEAM this issue was Cornwall Search & Rescue Team in the UK operating as an urban and moorland Search team but specialising in underground rescue and rope rescue.
Below Centre: Two Market Guides this issue as we continue consecutive series on FLOOD RESCUE CRAFT and AIRBAGS. Our Flood craft were RAFT and our AIRBAGS were Low Pressure Bags - some of the giants of the extrication world.
Also in 55: Our AQUATIC article has Sean Johnson reviewing surf boards for swiftwater rescue. REVIEWS this issue include the Peli RALS Area Lighting System and OtterBox's Laptop Case.

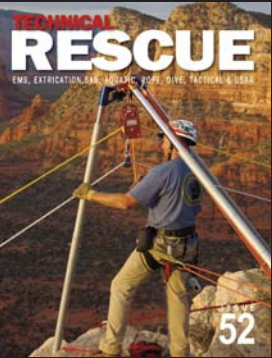


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	CHRIS WALKER Researcher - UK Ex-Technical Rescue Unit, National RNLI Instructor (HQ),Regional SAR Team Member.

	REED THORNE Rope Rescue Editor - USA Rope Guru, Sedona SAR, ex-Firefighter, Stonemason and regular NASAR presenter,
	IVAN HANSEN Contributing Editor - Canada Acting Fire Captain, Advanced Emergency Medical Care Assistant, ex-Coastguard Aux.
	BEN WALLER Aquatic Editor - USA Water Rescue expert. Battalion Chief, Training Chief, Paramedic, US&R tech & HazMat tech.

Who's Who at TRm?

Dr Stewart Boyd
TRm Medical Editor

Technical Rescue magazine's greatest veteran in every sense of the word. Stewart has been on the frontline of trauma for decades. We first met him in Durban, South Africa when our Technical Rescue Unit personnel began regular trips working with Stewart's beloved AEMS Medical-Rescue Ambulance Service covering KwaZulu Natal. Stewart was zipping around the Drakensburg mountains on a military Oryx helicopter when we first arrived about fifteen years ago and he hasn't stopped since, serving as the senior doc on the STAR helicopter out of Umhlanga Rocks then later the Netcare 911 helicopter while flitting between war zones and hostile areas in the Middle East, Afghanistan, Indonesia and finally ending up somewhere more pleasant in a Dublin A&E though I don't give him long there unless he gets shot at a few times. Stewart was instrumental in establishing KwaZuluNatal's (nee Natal) rescue medic program in which the ambulance service shared responsibility, and in many areas had primacy for, rescue as well as medical treatment. Technickon Natal is still a significant and far-thinking teaching/training establishment when it comes to combining rescue with medical training. His CV is far too extensive to deal with here and in fact we intend to feature Stewart (against his will) in only the second Biographical article we've ever undertaken in TRm - This is but a snippet of his activities some of which are too sensitive to be included here: Physician Team Leader & On-site Emergency Physician to the Weapons of Mass Destruction Team, based in Baghdad, Iraq, responsible for preventive & curative medical requirements of the team. Physician - Kabul, Afghanistan. Offshore Medical Advisor in Aceh, Northern Sumatra, Indonesia responsible for emergency medical & trauma management & evacuation of injured personnel. Additional resuscitation services were provided to combat injured Indonesian Military personnel prior to their evacuation to military hospitals. International Independent Emergency Medical Consultant on Sakhalin Island, Russia reviewing five Russian Federation hospital emergency medical services. Independent EMS Consultant reviewing medical facilities & evacuation capabilities in Baghdad and Kurdistan - Iraq, Iraq, Liberia, Bangladesh, Democratic Republic of Congo, Darfur - Sudan, Ghana, Ogađen Region on the Ethiopian / Somalia border & Libya. Member of the Technical Disaster Management Committee for the South African 2010 World Cup. In between all of this Stewart has found time to undertake more training courses than we even knew existed, everything from diving to ATLS, ACLS and APLS instructor/Faculty to HazMat, 4x4 and weapons training. He was even a ship's surgeon for a few months criss-crossing the mid-atlantic. It is fair to say that Doc Boyd is a man with so much experience at the sharp end, you wonder how he ever found time to stay married to his wife Sharon and father three great kids, two of whom seem to be following in some of his footsteps. Thoroughly disillusioned with the state of medical-rescue infrastructure in South Africa, Stewart devotes much time to a Fellowship in Emergency Medicine in South Africa & the combined University of Cape Town & Stellenbosch MPhil Degree in Emergency Medicine which is a post graduate A&E specialist equivalent with the aim of using the apex of expertise in emergency medicine in South Africa to improve the sad state of emergency care there.



AIR AMBULANCE SAFETY PROBLEMS?

Two News reports from Alan Levin of USA Today highlight a safety problem with a number of US Medevac/Air Ambulance Operations in the US. It doesn't appear that the aircraft themselves are to blame as much as pilot 'misjudgement' often based on a desire to respond to a dire emergency regardless of the usual regulations applied to civil aircraft.

Medevac crashes in 2008

WASHINGTON — Rule violations and risky behavior on air-ambulance flights are killing patients, medical crews and pilots, a USA TODAY review of federal accident records shows.

Five of the nine fatal helicopter crashes between December 2007 and October involved flying at night into poor weather that pilots were not prepared for, according to the National Transportation Safety Board (NTSB). The nine accidents killed 35 people, including six patients, the most deaths ever during a 12-month period in the industry. In three cases, the NTSB found that pilots violated rules or took risky actions, such as accepting a flight after another pilot refused to fly because of bad weather. Crashes caused by such errors have vexed air-ambulance companies and federal regulators for years. A 2005 USA TODAY report on the air-ambulance industry found numerous cases in which pilots flouted rules. The NTSB has repeatedly called for safety enhancements in the industry. "There appear to be similarities between these and accidents that we've seen in the past," said NTSB member Robert Sumwalt, who starting today will chair a four-day hearing into the recent surge in air-ambulance fatal crashes.

The crashes have prompted several calls for tighter regulation. A consortium of helicopter industry groups is recommending that helicopters on medical missions be required to carry night-vision equipment or be capable of flying in zero visibility while flying in the dark. "If you have an accident and you think it was preventable, that's not acceptable," said Matthew Zuccaro, president of Helicopter Association International, one of the groups calling for the new rules.

According to NTSB data on the crashes:
*On Dec. 3, 2007, an Evergreen Helicopters of Alaska flight went down in the ocean near Whittier, Alaska, after the pilot flew into stormy conditions at night in violation of federal rules. The rules required that pilots maintain sight of lights on the ground while flying at night.
In addition, the pilot was using night-vision goggles but had not received the required training on them. The company was supposed to study the risks of each flight before it took off, but the risk reviews could not be found after the crash. The crash killed four people.
*An Air Evac EMS helicopter crashed on Dec. 30, 2007, while helping locate a lost hunter in woods near Cherokee, Ala. Moments before the crash, another employee tried to talk the pilot out of continuing the low-altitude search because of safety concerns.
The company manuals forbid such low-altitude searches, but an official argued

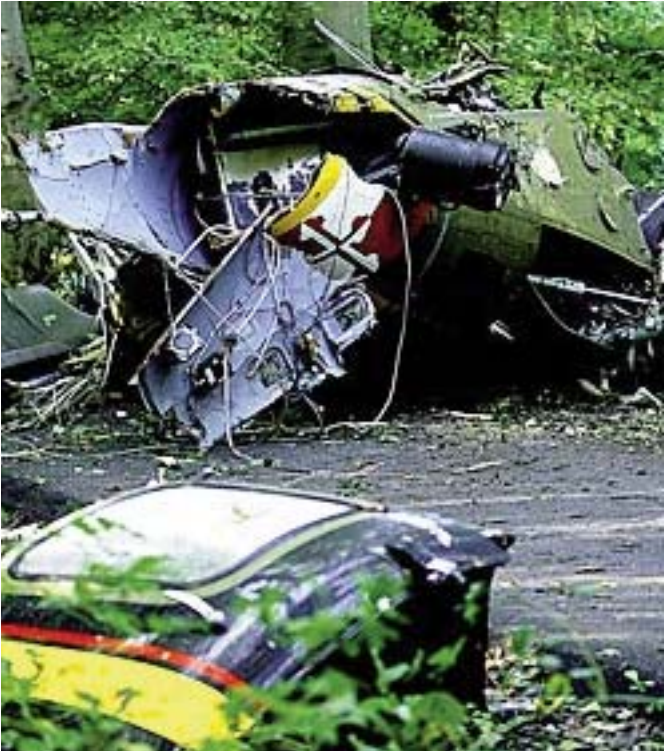
that the rules did not apply because the flight did not have a patient aboard. The helicopter lost control, killing the pilot and two medical workers.
*On June 8, an Air Methods helicopter crashed in a national forest near Huntsville, Texas. Another pilot had turned back because of fog after trying to pick up the same patient. The Air Methods pilot accepted the flight and crashed in the spot where the first pilot had found the fog.
*Other crashes involved puzzling mistakes by pilots. Two air-ambulance helicopters collided June 29 while flying to a hospital in Flagstaff, Ariz., during clear day-time conditions. Seven people died. Copyright © 2009 LexisNexis, a division of Reed Elsevier Inc. All rights reserved.

Report outlines air-ambulance safety problems

ALEXANDRIA, Va. — The air-ambulance helicopter industry has jumbled oversight and poor organization that led to safety problems and a record number of fatalities last year, according to a safety review released Monday.
The report released by the Flight Safety Foundation, a research group, identifies eight "very high" risks within the industry and 18 factors it labels "high" risks. Unlike the airline industry, which is a highly regulated business, air-ambulance companies are overseen by a patchwork of state and federal agencies that overlap or leave some areas untended, the report says.
The industry has so many different styles of operation — from government-run programs to fiercely competitive for-profit businesses — that regulation and standardization is difficult, the report says.
The report comes as tensions are brewing within an industry that is in the spotlight for a record spate of crashes. After nine crashes killed 35 people from December 2007 to last October, the National Transportation Safety Board held a public hearing to address the problem. Six patients were among the dead during that period.
The author of the study released Monday, Kimberley Turner, CEO of Aerosafe Risk Management, said that some unnamed air-ambulance companies had objected to the report. As a result, manufacturer Bell Helicopter, which paid for the report, was not a part of its release.

The Federal Aviation Administration, which regulates the industry's flight operations, issued a statement saying it welcomed the report. "It confirms what we believe: Reducing risk in helicopter EMS operations demands a systematic approach," the statement says.
The report was released prior to a congressional hearing scheduled for Wednesday on industry safety issues and two competing bills to reform the industry.
Many small and medium-size air-ambulance companies support a bill that would give states more authority to regulate medevac companies, limiting the number of bases and controlling competition.
"I'm no longer convinced that voluntary (reforms) will work," said Tom Judge, who runs Maine's air-ambulance operation and chairs the Patient First Air Medical Transport Alliance. Larger companies, represented by the Air Medical Operators Association, object to the measure, Managing Director Christopher Eastlee said. "We believe it would result in a patchwork of 50 state regulations, making it extremely difficult to transport patients over state lines," he said.
Turner said the best way to improve safety would be to have hospitals and others in the medical community take a stronger role in demanding improvements and getting the industry to better coordinate its risk-reduction efforts.

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Maryland State Police Medevac crashes in a DC park killing 4. Pic AP



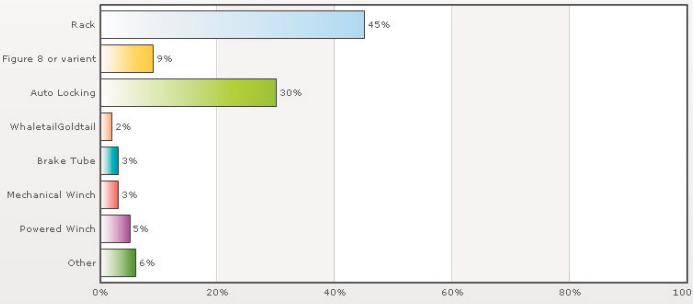
L-R SRte 6-bar Rack, PMI Hyperbar Rack, Petzl NFPA ID, CMC Escape Artist, SRte NoWorries, SRte Rescue Stop, SRte Goldtail & Fig8, QinetiQ UPSTART, Petzl Tuba, PMI PED, HMC Winch

TRmPOLLSDESCENDER POLL

This poll has had a disappointing number of respondents so far (200) but this is partly because it is applicable only to rope rescue. The poll will continue to be available for voting on our POLLS page on the website so check in and let us know what you are using. It allows for multiple options because so many teams use more than one device. This is particularly vital for items like the powered winch, mechanical winch and brake tube which may not be the respondents' primary means of lowering and would otherwise not get a mention.
The Rack is well out in front at the time of writing with 90 votes (45%) showing it's absolute dominance of the North American rescue scene. 6-bar racks are the norm for rescue and there are a number of hyperbar variants that are favoured for their greater control and heat dissipation. Following on the heels of the Brake Bar Rack is the AutoLocking descender at 30%. It would be interesting to see what proportion of this 30% is for the Petzl ID as compared to the Petzl Stop, GriGri, Heigtec Quadra, SRte Stop or Noworries, SAR Sarab, TrollProAllpTech and the dozen or so other models available so check out the Polls page for a new and type specific poll. The Heigtec Quadra now being marketed in the US by PMI could also be grabbing votes due to its common use in basic fire service rope packs in the UK and SMC have now entered the fray from the US perspective with their Spider so perhaps we'll yet see greater in-roads into the current brake bar rack domination. The Autolocking votes are almost certainly predominantly UK and European readers though Australia and New Zealand have their fans.

The drop-off in Figure 8 use is quite telling 18 (9%)- had we conducted this poll 10 years ago it's likely that the figures for Rack and Fig 8 would have been reversed. Had the question involved personal access rather than lowering/pick-offs we might also expect to see higher numbers for the fig 8 but with its relatively low heat-sink, non-variable friction (more or less) and tendency to impart a twist to the rope its popularity in rescue has waned dramatically.
It's highly likely that the 2% Whaletail/Goldtail use is from Australasia home of both the Spelean Whaletail and SRte Goldtail - these are in-line descenders with huge heatsink due to the amount of metal used to produce them - originally machined from a solid alloy block these are favoured for loooooong descents.

What type of descender do you use for rescue lowering and/or pick off rescues.



At the time of writing there were 6 Brake Tube users (3%) - Brake tubes used to be a rarity outside the US until Petzl incorporated theRock Exotica designs into their range. This is essentially a long-drop lowering device favoured by Alpine teams and providing excellent handling of heavy loads over a long distance with its variable friction options. The welded aluminium tubes provides significant heat sink and knot passing ability, indeed this is the only descender to easily allow the passing of a knotted rope. Six folk voted for the mechanical winch. This is most likely con-space teams using tripod mounted winches but may also be Alpine team using devices like the Kong's Ortles winch.
The larger proportion of powered winch users (10) is most likely HM Coastguard in the UK whose Cliff Rescue team routinely utilise a motorised winch for hauling (though one of our Rope Rescue articles in issue 56 of the hard-copy magazine highlights the introduction of a new autolock based rope system that may see the demise of the petrol winch). It is possible that the new generation of electric ascender/descenders as represented by the Actsafe ACC and QinetiQ's more military oriented UPSTART may have contributed to the 'powered' figures but I suspect that it will be a while before we see this kind of technology making a significant impact in the rescue market mainly because of the current economic climate.
There were 12 'other descender' users - not entirely sure what this could be if not covered by autolocks or fig8 variants - perhaps carabiner wraps, prusiks or even classic abseil? More likely is the plethora of bale out descenders like thePMI PED (The CMC pictured above 3rd from left, should be classed as autolocking).

We'll be featuring more on descenders with reviews of Petzl's new version of the ID and SMC's Spider as well as an examination of the current crop of autolock descenders by Greg (Church) Churchman in issue 57.

www.trescue.com and click the link under the current POLL

NEW TERRADAPTOR

Tripods are not just for cameras or high directional's anymore. With the addition of the first and only NFPA Certified Tripod and Quadpod on the market, the TerrAdaptor™ takes work and rescue to another level!

The TerrAdaptor™ is the most versatile portable anchor systems available for use in rescue, industrial and wilderness environments. This revolutionary system is the result of the combined years of experience in design, engineering and manufacturing of equipment by Seattle Manufacturing Corporation (SMC), Skedco and Pigeon Mountain Industries (PMI). (www.smcgear.net | www.skedco.com | www.pmirope.com)

Capable of adapting to any environmental conditions, the TerrAdaptor™ can be configured to hold over 14,000 lbf*, and has the ability to stand over 12' in height*. The TerrAdaptor™ system is unique in that it configures as a Monopod/ Gin Pole, an A-Frame, a Quadpod and of course the most adjustable Tripod in the market today. With the extreme adjustability of the TerrAdaptor™, countless non-standard configurations are available utilizing shallow angles and horizontals that are not available with any other tripod system. Independent and variable head angles, along with interchangeable components gives the TerrAdaptor™ the capability to adjust to your rescue environment whether rural, urban, industrial or confined space. visit www.terradaptor.com for more images and tech info.

See the GEAR SPOTLIGHT article in issue 56 of the hard-copy magazine.

*See owner's manual for configuration details

www.terradaptor.com



AMKUS Cutter of Tomorrow

The AMK-22 C.O.T (Cutter of Tomorrow) combines more power with a proven blade design. The AMK-22 Cutter is designed to handle the stronger materials used in new model vehicles, such as Boron Steel, Martensite, and other high strength steels. The AMK-22 features a 360 degree rotating handle with 8 locking positions allowing the rescuer to position the handle for natural hand placement at any angle of attack. For more information or to schedule a demonstration.

Contact AMKUS: 1-800-59-AMKUS or go to www.amkus.com



MFC Survival Level One Water Awareness Kit

www.mfcsurvival.co.uk

MFC Survival has put together a Level One Water Awareness Kit for the DFRMO. This kit complements the company's already well established water rescue equipment which includes lifejackets, sleds, stretchers, airtrack, hose inflation kits, drysuits and throw lines as well as servicing the equipment.

- MFC Survival's water rescue kit contains:
- 3 x MFC 275N Single Chamber Lifejackets
 - 1 x technical rescue PFD
 - 2 x throwlines
 - 1 x loudhailer with waterproof bag
 - 2 x clip on blue lights in bags
 - 1 x water rescue lanyard
 - 1 x water resistant kitbag.

This can be tailored to suit customer requirements.



Persides' innovative body-worn video system enters US market

VEEcam, the revolutionary body-worn video system which has proved a huge hit with British police, fire fighters and the Army, has arrived in the US.

Electronics systems and software specialist Persides has joined forces with leading American underwater equipment provider Hollis Oceanic to deliver the unique VEEcam – Video for Extreme Environments – to US police and emergency services. Hollis Oceanic's newly launched Hollis Commercial Division supplies hi-tech and specialist scuba diving equipment to the US government for its Harbour Patrol and marine units. The VEEcam has joined an exclusive list of top-of-the-range sophisticated diving equipment supplied by Hollis (www.hollisgear.com/commercial/).

Hollis is one of the world's largest diving equipment manufacturers and brand leaders within the Dive industry and is recognised for its state-of-the-art underwater products. The company has built its reputation on innovative products and continues to excel in delivering improved and enhanced equipment for technical and specialised divers around the world.

Tony Marsh, Business Development Executive at Bristol-based Persides, said: "VEEcam has been a big success in the UK and we believe its unique capabilities will be invaluable to specialist underwater and marine units attached to the US police and fire departments." He added: "The US has thousands of government marine and dive teams where the VEEcam will be of enormous help in underwater rescues missions, and, in cases of criminal activity, for crime scene investigators." Not only is the VEEcam waterproof and shock proof, this hands-free device is resistant to both high and low temperatures



and can operate at depths of up to 100 metres. The amazing camera is able to produce high-quality video and stills photographs which can be replayed or downloaded using an ultra-low power source – vital for evidence gathering and police forensics. Simple to operate, the VEEcam has proved invaluable to military personnel operating in Afghanistan, police, paramedics and fire fighters. In the UK, the VEEcam has helped police forces prevent crime and provide vital evidence for the courts. It is ideal for surveillance video and stills and for gathering overt and covert intelligence for organisations which require the ability to reliably record skip-free, high-quality video images.

www.persides.com

For information on Hollis Oceanic please visit: www.Hollisgear.com.

SearchCam 3000

Sets New Standard for Technical Search and Rescue Cameras



CON-SPACE Communications has launched its new SearchCam 3000, a technical search and rescue camera. Designed with input from Urban Search and Rescue teams from around the world, the SearchCam 3000 is setting a new standard for technical search and rescue cameras.

from 14 inches to 19 feet, eliminating the need to carry multiple cameras. Rescuers can also record video and capture still images of the search site which can later be used for post-incident evaluation or training purposes.

CON-SPACE Communications Ltd. and its five principal product lines have been the eyes, ears and voice of first responders around the world for almost two decades. CON-SPACE Hardline, the SearchCam, the EntryLink, Delsar Life Detectors and CON-SPACE Radio Accessories — now all manufactured by CON-SPACE Communications — are the 'originals' in the field of technical rescue. They're time-proven, reliable, field-tested and easy to use. First Responders rely on the originals to save lives. CON-SPACE Communications has distribution throughout North America, Great Britain, Australia, Asia, South America and Europe. CON-SPACE through its OEM division supplies radio accessories to many other manufacturers with private label products.

Building on the success of the original SearchCam 2000, the new SearchCam 3000 incorporates forward-looking technology to provide a camera that is durable, reliable, provides a good picture, has a good light source, is mobile, versatile and easy-to-use. The SearchCam 3000 comes with interchangeable, waterproof camera heads that can be swapped on the fly, depending on what conditions rescuers are confronting. The camera can be expanded

www.searchsystems.com



The Emergency Services Show 2009
Stoneleigh Park, Coventry
24-25 November
Improving Emergency Response

24th & 25th November
Stoneleigh Park,
Warwickshire, UK

The complex nature of today's emergencies makes it essential for the industry to work together to ensure a co-ordinated response. Now in its fourth year, The Emergency Services Show is leading the way in effectively promoting multi agency co-operation. It is made up of three main areas

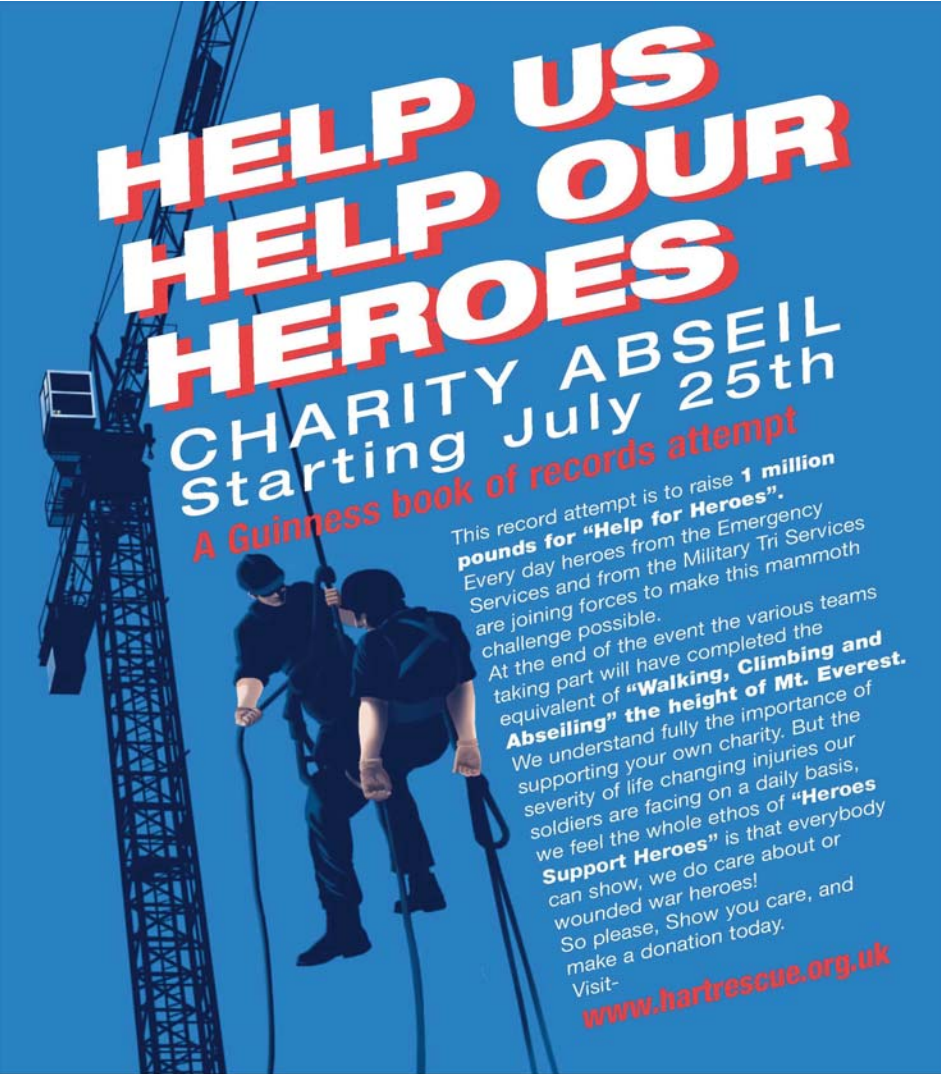
- The free Exhibition of over 300 specialist equipment suppliers and service providers – providing access to the latest technology and innovations
- The free Networking Zone, made up of the Emergency Response Zone and Blue Light Zone – providing the opportunity to network with like-minded professionals and share best practice
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For further information visit www.theemergencyservicesshow2009.com

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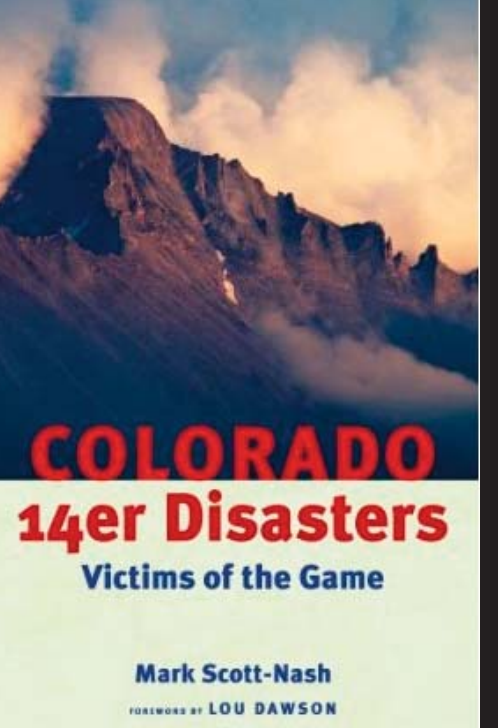
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New Book
by Rocky Mountain
Rescue Group author
Mark Scott-Nash



COLORADO 14er Disasters
Victims of the Game

Mark Scott-Nash
FOREWORD BY LOU DAWSON

After two years of painstaking research, grueling late night wordsmithing, and persevering behind a keyboard through many weekends of perfect weather, my second book is finally available.

Titled "Colorado 14er Disasters: Victims of the Game", it details several modern and infamous mountaineering accidents on the 14ers. It should be of great interest to the mountain rescue community as it details the cause of accidents, focusing on psychological reasons rather than the simple facts as is usually the case in accident reports.


Of particular interest to RMRG is the story of the death of former member Prince Willmon on Longs Peak in the early 1960, when winter climbing in the park was, believe it or not, illegal. Also, Alpine Rescue Team contributed an appendix of the book.

The excellent cover photo was made by Dave Christenson. The book will probably not be on store shelves until the end of May, but can be ordered from Amazon, Barnes and Noble and several other online sources. Despite what the Amazon page says, the books are available for online ordering now.

Below is the Amazon link for those interested (this is a long link so is on 3 lines but there should be no breaks between lines if you re-type this.

http://www.amazon.com/Colorado-14er-Disasters-Victims-Game/dp/1555664318/ref=sr_1_2?ie=UTF8&s=books&qid=1236224388&sr=1-2

Mark Scott-Nash




UK COASTGUARD
ADOPT 'MUDDERS'

HM Coastguard (HMCG) in the UK has selected a new tool to assist with the rescue of people trapped in unstable surfaces within the tidal areas around the UK Coastline. HMCG began trials using Mudders in rescue after a recommendation from the UK's Environment Agency who were already using them for access and to work in similar environments.

The Coastguard will use them to quickly access casualties who are trapped, pulling out rescue sleds and equipment, which will then be used as the working platform.

HOW THE MUDDER WORKS



Mudders overcome the two difficulties of mud travel - sinking and suction - by copying nature. The Great Blue Heron inspired the inventor of Mudders with its ability to widen its foot when it steps down and contract it as the foot is lifting. Mudders work in the same manner.

The Mudder expands to offer a footprint of 1,000 square cm when placing the foot, and retracts to an overall width of 20cm when lifting the foot. Walking on mud is easy because the large footprint prevents sinking, and the wing reduces suction.

Advantages;


- Light, easy to carry and stow, ready to use in a moments notice
- Each rescuer will have the ability to self rescue in case of equipment failure of working platform or recovery.
- Research has shown these reduce physiological demand in mud rescue
- Easy to use underwater when wading
- Fit over boots, One size fits all, protects from sharp objects
- Quick release straps snap on and off in seconds
- Allow access in the softest, deepest mud, manufactures list: snow, sand or other soft surfaces
- Perfect for disembarking boats in unknown areas of marsh or wetlands
- Wings remain closed until you step on soft terrain making it easy to walk on firm ground,
- On soft ground quadruples surface area
- Rugged construction ensures they will last a lifetime, EA have used them for 10 years with little maintenance.


In the US they cost approx \$125. a pair and are used by; Duck Hunters, Snowmobilers, Clam Diggers, Surveyors, Rescue Teams, Military Personnel, Conservationists and Anglers. Supplied to HMCG on an exclusive contract by Lyon Equipment - www.lyon.co.uk

www.mudderboot.com

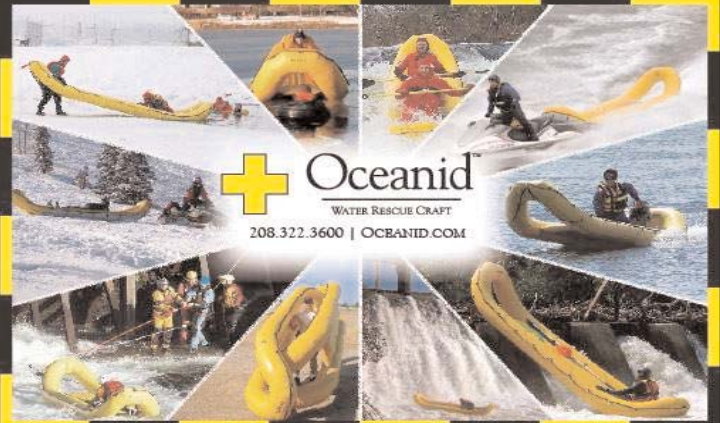
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NRS
RESCUE





Yosemite SAR using a similar Llama to Denali's Evergreen model. pic YOSAR

2 stories appeared in regional press in late April 2009 relating to the presence or otherwise of a high altitude rescue helicopter to cover the highest peak in North America - Denali (McKinley) 20,320 ft in Alaska The later article appears to indicate that the Prism B2 AStar an Aerospatielle A350 (a model which is claimed to have summited Everest) has been awarded the contract albeit on a trial basis.

NO STANDBY SERVICE: High-altitude rescues could be more difficult.

By CRAIG MEDRED - Anchorage Daily News April 21st, 2009 For the first time in 18 years, the climbing season on Mount McKinley opens with the absence of a high-altitude helicopter on standby in case of emergency. National Park Service officials who oversee climbing on the 20,320-foot peak in Denali National Park and Preserve blame contracting problems. They said last week they are trying to work out a temporary arrangement to have a Wasilla-based Eurocopter AS350 B3 Astar on call and hoping, if need be, the Army at Fort Wainwright can help out with its CH-47 Chinooks. The B3 Astar has a ceiling of 20,000 feet, just a few hundred feet shy of the summit of North America's tallest peak. And the Chinooks have gone as high as 19,600 feet to perform rescues on McKinley. John Leonard, the new chief mountaineering ranger for McKinley, said he is confident helicopters will be avail-

able if needed to assist climbers who get into trouble. "We are doing our best to try to make sure we have the capability," added Ken Barnes, the Park Service's aviation manager for Alaska. More than 1,000 climbers per year now pay a \$200 per person mountaineering fee to take a shot at the summit. Climbers generally consider that a rescue fee, but Park Service officials contend the fee -- the highest charged to enter any park in the country -- is intended only to offset administrative costs associated with the climbing season that runs from mid-April to mid-July. Talkeetna rangers now put climbers through a lengthy orientation briefing before they are allowed on the mountain, maintain a ranger station at the McKinley base camp at 7,200 feet on the Kahiltna Glacier, and conduct regular ranger patrols along the popular West Buttress route to the summit. The Park Service claims all of these have helped diminish the need for rescues, although problems still arise. Just over 1,200 people registered to climb McKinley last year. There were 16 search-and-rescue operations in and around McKinley, according to the Park Service. Eleven of them involved medical emergencies, most of which were associated with altitude. Five climbers died in the area, but only two of those deaths were on McKinley, which in some previous years has seen up to 11 deaths and as many as two dozen rescues. "We're not doing that many rescues anymore," Barnes said. Still, the agency had planned to have a rescue helicopter available in Talkeetna this year. Bids for that operation were solicited in mid-February but stopped less than a month later. "The contract went out later than we'd hoped," Barnes said, "(and) basically, we only got one bid." That was submitted by Evergreen Helicopters of Alaska, which had previously held the McKinley contract.

DENALI RESCUE HELICOPTER

Evergreen pilot Jim Hood has flown dozens of successful rescues out of Talkeetna over the past 10 years. According to Evergreen here, the company had hoped the Park Service would renew its contract for its Aerospatielle Lama. Instead, the agency decided to cancel the solicitation and rebid the contract in the fall. "There was quite a bit of interest in the contract," Barnes said about inquiries from companies that didn't bid. A fair share of that interest came from companies complaining that the timing of the bid process was wrong, he added. Some felt they were restricted from bidding because there wasn't enough time for any company other than Evergreen to gear up for Talkeetna operation before the climbing season began. That raised some concerns about fairness. "We're required to have free and open competition," Barnes said. "We are going to put this out for rebid" probably in September. Meanwhile, Barnes has approached Prism Helicopters, a Vancouver-based company that has a B3 Astar in Wasilla, about its interests in bidding for "on-call" services, and he is consulting the Alaska State Troopers about whether that agency's B3 Astar could be made available in an emergency. "I actually did talk to them about supporting us," Barnes said. Meanwhile, Leonard said, "we're in the midst of doing a program evaluation. We will have a helicopter here in the future for a number of reasons. The Lama may or may not have been the long-term answer." Leonard noted the B3 Astar can fly slightly higher than the Lama and carry a bigger payload. The French claim to have touched the skids of a B3 down on the summit of Mount Everest, the world's tallest peak at 29,035 feet. Barnes said he is hopeful a B3 or a Lama can be made available on an on-call basis for McKinley in the near term, but if not, he said, the Park

Service might try to get by with the use of a Bell 407. The 407 is a workhorse helicopter flown by several companies in Alaska. Leonard said it might be a good choice for servicing the Park Service base camp on the Kahiltna and for evacuating climbers from there, "but its ceiling is limited."

To go to the 14,000-foot camp to try to save climbers with high-altitude pulmonary or cerebral edema, or those injured in falls high on the mountain, everyone agrees the Park Service is going to need the use of some sort of specialized, high-altitude chopper.

Denali NP chooses new rescue helo

by Jason Moore, KTUU. 23rd April 2009 TALKEETNA, Alaska -- Denali National Park and Preserve says it has resolved the issue of having a rescue helicopter in place during this summer's climbing season. The contract for Evergreen Helicopters -- and its high-altitude helicopter -- expired after last year, and the Park Service says it's going with a new company this year. For the last 10 years, the high-altitude helicopter performed dozens of rescues on the flanks of Denali. And though the climbers who embark on an ascent of North America's highest peak don't think the climb will end in rescue, they've been happy to see the helicopter in times of emergency. But this year they'll have to depend on a new bird. The Park Service did not renew Evergreen Helicopters' contract, instead opting for Prism Helicopters out of Wasilla, with an A-Star B-3. "One of the downsides to the Llama was its operating costs," said John Leonard, lead mountaineering ranger at the park. "It burns quite a bit more fuel it has less range and it's not as

fast as an A-Star B-3." With the change the Park Service loses the Llama crew's 10 years of experience in the difficult flying conditions in the Alaska Range. As a precaution, the Park Service is beginning the A-Star service with a limit, keeping flying operations below 14,500 feet. That means any rescues above that will



pic: Eurocopter AS350B3 similar to Prism's A-Star for use on Denali

require ranger assistance to lower the victim to the 14,000 foot high camp, or call for help from the National Guard. "We want to make sure our program here keeps up with the exceptional safety record that we've had, so we're going to put in some controls with the new aircraft and the new flight crew until both the flight crew and aircraft become more comfortable with the environment," Leonard said. Officials say the new helicopter has accomplishments of its own at high altitude, including touching down briefly on the summit of Mount Everest. But the Park Service says regardless of which helicopter is in use, climbers should be prepared to act as if it won't be there at all. "We really preach self sufficiency for all climbers," Leonard said. "Whether we have a helicopter or not, it's a climber's responsibility to take care of themselves. We ask all climbers not to put themselves in situations that they could not get themselves or their teammates out on their own." Park officials said Wednesday eight climbers are already on the mountain, and base camp is already set up and waiting for the rush of an expected 1,200 climbers wanting to summit Denali. The manager of Prism Helicopters in Wasilla did not want to comment, other than saying the details on the arrangement are still being finalized. The new helicopter is expected to be on stand-by in Talkeetna by early [May 2009].

North Shore Search and Rescue team member dies in mountain fall

By John Colebourn, The Province April 24, 2009

A Cormorant helicopter from CFB Comox was sent to Mount Gilbert after a skier suffered a fatal fall down a crevasse late Thursday. A member of North Vancouver's North Shore Rescue team has died after falling into a crevasse while on a Vancouver Island backcountry ski tour. Johannes (Hannes) Mullegger, 36, fell into a crevasse Thursday and succumbed to his injuries. Mullegger was on a ski tour with two friends on Campton Mountain when he fell about 100 feet into the crevasse. A Cormorant helicopter and a Buffalo aircraft from 442 Squadron in Comox were sent to the accident area near Toba Inlet Thursday evening. Mullegger was pronounced dead at the hospital. Members of North Shore Rescue had been contacted earlier in the day and were placed on standby to help if they were needed. According to North Shore Rescue team member John Blown, who wrote on the team's web page, they anxiously awaited word on Mullegger's condition. "We spent last night waiting to hear if Hannes was going to be OK, or if we were going to be called in to help one of our own," wrote Blown. "Unfortunately, just after midnight we received the news that Hannes had died." He describes Mullegger as a super-fit man who did everything he could to help in any search. "Hannes was known as an unstoppable force, and was known by all on the team as someone 'who would carry two kitchen sinks' if he was asked to," notes Blown. "Strong willed, an excellent mountaineer, extremely fit, and a friend that we at North Shore Rescue will miss greatly. "This is a great shock to North Shore Rescue, and our hearts go out to Hannes' family, his girlfriend and his friends. "Hannes we will miss you. You will always be part of our team." University of B.C. chemistry professor Stephen Withers said Mullegger was a genetic engineer who worked with him in post-doctoral capacity from 2002 to 2006. Mullenger, who has a PhD from the Austrian Academy of Science in Salzburg left UBC two years ago to work in the private sector. "It is so sad - he was so young," said Withers. "He was a good man, a very bright guy who liked to work hard and play hard. He died doing what he loved."

© Copyright (c) The Province Fellow North Shore Team member and friend John Blown had this to say on the Team's web site: Hannes was on a ski tour with two friends on the Compton Neve. He fell approximately 100 ft. into a crevasse. The Armed Forces (442 Squadron) were scrambled and extracted Hannes, however, it was too late and he was pronounced dead at St. Josephs Hospital.

During the rescue, Whistler SAR was asked by NSR to be the lead team (if required), with NSR as a back-up. There was constant communication between JRCC (Joint Rescue Coordination Center), BC Ambulance Service and NSR. We spent last night waiting to hear if Hannes was going to be ok, or if we were going to be called in to help one of our own. Unfortunately, just after midnight we received the news that Hannes had passed away.



The last time I saw Hannes was a few weeks ago on the last rescue on Grouse Mountain. Hannes and I were carrying the Rope Rescue gear and ropes and setting up each rope rescue station together. Hannes' job was to drag the 300 foot rope up the slope - a difficult job, but a job he was built for and loved. Hannes was known as an unstoppable force, and was known by all on the team as someone "who would carry two kitchen sinks" if he was asked to. Strong willed, an excellent mountaineer, extremely fit, and a friend that we at North Shore Rescue will miss greatly. This is a great shock to North Shore Rescue, and our hearts go out to Hannes' family, his girlfriend and his friends. We would like to thank the Armed Forces 442, SAR Techs and pilots for doing an amazing job, in a difficult night rescue, and to Hannes' two friends, Chris and Dominic, that were with him on the trip.



pic: Eurocopter 101 in its Canadian Armed Forces designation - Cormorant.

North Shore Rescue is based in North Vancouver, British Columbia, Canada and covers the urban, coastal fringes and extensive mountain areas including Grouse Mountain and Seymour Mountain. It's 40 or so voluntary personnel operate 4 main vehicles - NS1 'Looking Glass' Command Vehicle, NS4 Batt-Mobile main equipment vehicle. NS5 'Alic'e' & NS6 'Knuckle'.

For details on the Team go to www.northshorerescue.com



Post 9.11 expansionism

.....our predictions revisited

by Ade Scott

In July 2005 we sent out our first Newsletter - somewhat more cobbled together than it is now and going to far, far fewer recipients than now. So at the risk of flogging a dead horse and knowing that a few thousand of you wouldn't have seen this the first time round we thought we would reprint this article. A lot has changed and continues to change but the rate of progress in some areas is painfully slow and virtually everything we said then holds true today. Bear in mind that it was written in 2005 so dates and figures are from 4 years ago. Any updated dates or information have been added in parenthesis [].

- **In the past 8 years [since 1997] 12,000 beds have been cut from NHS hospitals in the UK**
- **Last Year [2004] the NHS in England was in the red by £140million This resulted in extended waiting times for trauma and surgical patients, A&E (ER) closures due to lack of trauma spaces, paediatric closures due to lack of Intensive Care facilities and staff cuts.**

Rescue is unquestionably a 'sexy' trade. It's seen as heroic, scary and skilled, and sometimes it is. But more often than not it's routine, mundane even, sometimes hard work, sometimes dirty and sometimes traumatically messy. Such a trade attracts a lot of folk for reasons other than the welfare of our fellow man. Indeed in the pure rescue disciplines rather than the medical fraternity it's quite likely that the vast majority are in it for the adrenaline and maybe the kudos. Nothing wrong with that as long as the skill levels are high. My own involvement came indirectly, drafted from the early days of rope access 20 [24] or so years ago certainly not out of any sense of duty to my fellow man!! But it came as a huge surprise to learn that the professional (full-time) emergency services at that time weren't in the least bit technically proficient in specialist areas of rescue. The mountain and cave rescue folk were, of course, ahead of the game because teams generally 'employed' skilled sport climbers and cavers who knew their trade, knew the area and knew how their fellow outdoorsmen were likely to get themselves into trouble. These folk could rightly be considered to be 'pre-qualified'. Full time services like the fire service and police were a little different because they employ/ed folk that don't/didn't necessarily have any particular aptitude for heights, confined spaces or even trauma tolerance. These are things that ongoing training are designed to deal with. But the thing about technical rescue disciplines, as we've continually pointed out in the magazine, is they don't crop up frequently outside of the key tourist/sport areas; areas invariably covered by a volunteer team of skilled locals. Elsewhere, incidents requiring technical rope work, confined spaces, difficult shoring, heavy load handling etc. are infrequent. Extrication is a different ball-game - this area of technical rescue is an everyday occurrence with little excuse for a lack of expertise or experience on the part of the rescue services. But for the victim requiring other specialist areas of rescue it has been something of a postcode lottery when it comes to how skilled, experienced or even how well equipped their rescuers are. Major metropolitan fire depts (mostly in the US & Canada) have tended to be better prepared than most because of their resources, manpower and call volume but for everyone else.....forget it. There has traditionally been neither the money nor the incidents to justify special rescue. Many have dabbled for a while in areas like water rescue, rope rescue and confined space rescue only to be sidelined years or even months later for budgetary reasons. There is definitely an element of 'flavour of the month' in the emergency services just as there is in every other walk of life. So if we want to improve the post-code lottery or regional skills imbalance particularly amongst the full time services how can we achieve it with a fluctuating or perhaps even absent budget? More on this later. Following 9.11 there has been an immense knee-jerk reaction which has, in the short term, utilised an almost unlimited govt budget to set up specialist teams able to deal with massive structural collapse incidents. This was great for Technical Rescue magazine because technical rescue suddenly became mainstream rather than a 'cult'.

But we predicted then that five years on from 9.11 there will have been billions of dollars and pounds spent but probably only a handful of lives saved that wouldn't have survived equally well prior to 9.11. In the UK alone £188million was initially allocated to New Dimensions (USAR & CBRN) within the Fire service and this was just 3yrs of capital investment - it didn't take account of the actual cost of running and maintaining that capital investment! **To date [2005] that amounts to £188 million per life saved by post 9.11 expansionism.** We asked [in 2002] quite forcibly why such vast amounts of money weren't being spent on far more tangible risks like flood rescue and improved medical intervention. It wasn't through anything we ever said but common sense did begin to prevail and after a few years of (thankful) inactivity for the vast majority of structural collapse/USAR teams efforts were redirected towards a water rescue capability. This was largely centred on swiftwater rescue training though one of the lone voices in the wilderness, 'mad-dog' Jim Segerstrom was eventually heeded in his advice that swiftwater is but a small phase of any water incident and perhaps efforts ought to be centred more on a general flood rescue capability. And so the 9.11 legacy has evolved and is still evolving with virtually every fire service in the WORLD adding a range of technical rescue disciplines to their repertoire of firefighting, fire safety and extrication tasks. Police too have seen rapid expansion into specialist search skills based largely on technical rescue disciplines. Some of the command and control elements resulting from this new expenditure have been truly useful. Witness the recent London bombings [July 2005] where coordination of appropriate resources appeared to lead to a well managed incident with a wealth of support agencies and teams waiting in the wings to assist with specialist skills or to relieve London crews. But hang on a minute, this was a relatively enormous incident in UK terms and yet we again find that it was the medical crews and local police and fire crews rather than specialist teams that made the difference. I don't want to put us specialist teams out of a job because things could so easily have been different but from an accountant's viewpoint, they weren't. We can't justifiably use this latest incident [the last major incident in the UK as of May 2009] to improve that current £180,000,000. per head estimate for expenditure versus lives saved. (the one head we're including as a 'New Dimensions' rescue was a victim of the Glasgow explosion and even there, local Strathclyde fire crews, ambulance crews, Mines Rescue and International Rescue Corps might argue the point! We might again be decied by self-interested parties for trying to imply that government expenditure on all things 'Urban Search & Rescue' and 'Homeland Security' is not money well spent and in a very limited number of incidents those detractors will be right. But in the main they are badly wrong and in addition, once central funding runs out, many fire services and police depts. are going to be left struggling to fund their initial enthusiasm from the local or regional budget.

They will begin to fail to justify their existence because jobs will be few and the result will be to [engineer tasks, send specialist teams to just about anything, which in the past has tended to alienate the regular crews that respond to all incidents.] disband or refocus. Then we're going to wonder why we didn't channel such an incredible amount of funding into the hugely tangible health and medical services and see how extra lives could be saved every single day rather than once in a blue moon. The parents of yet another baby turned away from an Intensive Care Unit through lack of beds and forced to travel half the length of the country probably wouldn't be aware that tax-payers money could be more efficiently spent. It's not that the efforts post-9.11 are completely wasted or that the skills learned won't be useful further down the line or even that the idea of a Technical Rescue capability in virtually every division of every emergency service isn't an entirely laudable aim in a perfect world. It's just that we don't yet live in a perfect world.

PREQUALIFICATION in RESCUE

So the money is being spent and these teams are now rightly looking around to see what else they can add to structural collapse and water rescue to justify their existence. This brings me onto another concern we have in all this - maintenance of skills. We mentioned earlier that the success of skilled voluntary sector mountain, cave and SAR teams often stems from the existing skills of the team members - active climbers and cavers carrying out their 'job' or past-time week in week out and not only maintaining their own skills outside of the team but bringing local knowledge and discipline-familiarity into play. Full-time agencies tend not to have this luxury though I'm not sure why sometimes.

Generally we have seen post 9.11 specialist rescue teams formed from scratch or based on a perceived similar team or even based wholly on strategic location of a station and its existing crews. One of the most bizarre concepts of recent years is that any rope team would make a great swiftwater team or that an aquatic team would make a good rope team or that a disaster response team will make good confined space rescuers or high angle team. Sometimes they get away with it but for the most part applying an inexperienced and infrequently trained firefighter (for example) to a specialist rescue is an accident waiting to happen - either for the 'rescuer' or the victim. We've already seen it and with tragic consequences, in fact we could quite justifiably argue that a fundamental flaw in thinking that leads to unnecessary death will further increase that multi-million pound cost per head. We firmly believe that a specialist rescuer operating in any region that doesn't see regular incidents needs to be pre-qualified for that role. It is a nonsense to take an individual with the minimum of swimming skills and questionable fitness levels, put him or her through a three day course and then declare them 'certified' swiftwater technicians. A similar scenario can regularly be applied to rope and confined space rescue technicians. But everyone seems to do it and the various agency managers seem content that this piece of paper solves their duty of care problems. If the certificate says my bloke is a qualified swiftwater technician then I'm happy that the protracted incident with multiple victims he's going to be dealing with in 9 months time will be properly handled. We disagree.

If your swiftwater rescue team doesn't comprise extremely fit individuals who are very proficient and experienced swimmers, preferably with a liberal sprinkling of surf rescuers, lifeguards, kayackers and boat coxes then I suggest that the pre-qualifications for your team are nowhere near stringent enough. Your water rescue team members need to be involved in water work/sport or rescue every week not occasionally/annually. And the less frequent the incidents in your area the greater the need for pre-qualification. If your team is involved in structural collapse then your personnel should include a very liberal sprinkling of builders/demolition workers, (rough) carpenters and other tradesmen. In the case of full time agencies look for personnel who had that trade prior to joining the service or preferably still 'moon-

light' in a trade. If your team is involved in rope rescue your personnel need to be predisposed to extreme height awareness not just the 50ft to the top of a ladder. A cold, windy night on an exposed 300ft swaying tower or slippery high rise building is not the time to find out that you're not as keen on heights as you thought. And believe me, this isn't uncommon! Use climbers, cavers, rope access workers and tree surgeons. This latter group have unquestionably given us our most useful pre-qualifications - proficient tree surgeons have on-rope skills, work on unstable structures, handle high loads, have rigging skills and are used to wielding a very dangerous power tool in awkward locations. There isn't much that an experienced tree surgeon hasn't had to deal with. Climbers have excellent height awareness but rope skills are often so lacklustre as to require 're-training'. Cavers tend to have the best rope rigging and ascending/descending skills but not necessarily much height awareness. Confined space rescuers should obviously be used to extremely small spaces and working in breathing apparatus. Miners, cavers and divers are all well disposed to con-space rescue. Cavers have the added bonus of rigging skills. Divers have excellent low-vis capabilities, spatial awareness and technical air-breathing skills. Whichever discipline you are involved in we believe that pre-qualification is a must and ongoing use of skills outside of the rescue team set-up is also a must. Our own Unit [Technical Rescue Unit replaced by USAR the following year!] require[d] prequalification plus a 2 year and 5 year probation before qualification. Even so, too many rescuers, (and we're all guilty of this), concentrate on certain areas to the detriment of others - if the only time you're training in these things is once every month or two or worst still, relying on on-the-job experience from once in a blue moon incidents you're very probably not good enough and it doesn't matter what that certificate on the wall says or the piece of paper in your personnel file **ONGOING TRAINING or EXPERIENCE is ALL-IMPORTANT.**

Ade Scott

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Above: A Fire Dept Bell 212 in use with Yosemite SAR, note the pilot veiwing dome for short-haul and landing. pic by YOSAR
Right: Aosta Valey Rescuers in the Italian Alps use a ski-equipped AW139.pic by AugustaWestland
Below Right A EC145 of Secuurite Civil in southern France pic by Eurocopter
Below an AW119 of St Lucie County Sheriff's Dept FL. pic by Augusta Westland





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REED THORNE
IN THE UK & EUROPE
Autumn 2009



The considerable talents of TRm's favourite Rope legend Reed Thorne will be available to European rescuers this year when Reed takes his courses on a mini road trip to the UK and Europe. This is a great opportunity to learn no-nonsense rope rescue from one of the world's foremost practitioners. If your team or agency would be interested in hosting and/or taking a **Ropes That Rescue** course in the Autumn of 2009 email TRm: reed@trescue.com

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BACK ISSUES

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CONGRATUALATIONS

to TRm's senior chimp Gary Cross who is currently away in Barbados getting married to Lin who really ought to know better. We'll get them on the MagInfo page of the next Newsletter where they deserve to be (in all their finery).



BACK ISSUES

FOCUS ON ISSUE 47



Issue 47
came out in Autumn 2006 and began with a **COMMENT** from Jim Segerstrom about that year's July Tsunami affecting Indonesia to the tune of four figure fatalities. For the most part Jim discussed New Orleans and Katrina a year on. Jim had been training New Orleans Emergency Services at the time Katrina hit and was even better placed to comment than he usually was!

Our main article and the subject of the Front Cover (which Reed hated) was YOSAR or Yosemite Search & Rescue in California. This was mostly thanks to Dave Pope and some fantastic photos from him and other YOSAR members. In fact about the only photo we could lay claim to in this article was the scenic title pages, testament to that fact that we should start a travel magazine. The cover shot and a double Page spread inside was of Ranger Visnovske conducting a body search from a high-line. Yosemite is one of the most awesome parks in the world and with the 920m/3100ft EICap on your patch you can be sure that they have some epic rescues to deal with. One incident discussed is the lowering of stranded climbers utilising their 370m / 1200ft ropes surely some of the longest single lengths used in rescue today.

Jim Segerstrom's article in this issue was PART 8 of his water rescue series and part 3 of his discussion of **BOAT OPERATIONS**. It opened with a quote by Segerstrom, Lavally, Bowdler and Neville from 2000 - *"When driving a boat on the river, the time delay between danger and purposeful response is inversely proportional to the time spent on training..."* As a preface to Jim's discussion of self rescue, boat techniques and emergency skills Jim quoted another one of his favourite mantras - *"Never get into*

a boat and launch out on a swiftwater rescue unless personally prepared to self-rescue from the situation WITHOUT the boat"

Jim covered paddling techniques, victim recovery, parbuckling, Wraps and pins attitude& posture and basic 'Peel' turns. Part 9 of his series, the final part of his Boat Operations trilogy in issue 48 was the last article Jim ever wrote.

Our Back to Back review featured Rescue Knives, specifically the market leading brands which is in itself, not an easy choice because there are so many around. In the end it was a remarkable 3-way tie between the Gerber Hinderer (what an odd name?) Kershaw Rescue Blur and PRT II from Eickhorn Solingen. My personal favourite and the one I still carry was the Kershaw Rescue Blur - not because it had the most features but purely quality and smoothness of mechanism when opening the blade which was a safe blunt-nose design.

In **CUTTING THE EDGE**, Jez Hunter discussed scenario based training for USAR cutting operations at the UK's Moreton-in-Marsh Training College. Reviews this issue included Australian rope bag the Ropewise Dump Bag - something genuinely different in the ropebag world. The Petzl Tikka headtorch is a deserved world leader but we looked at the ATEX version anyway and found out it wasanother world leader in its class! Brian Robinson took a look at MSA's FireHawk SCBA set with built-in escape line or, more accurately, kevlar webbing running through a modified sticht plate style descender. No less than 27 electric cutters, combis, spreaders and re-bar cutters were included in our **MARKET GUIDE to ELECTRIC TOOLS**. This covered mostly self-contained tools with one or two leaded re-bar cutters. If we compiled this article today there would be very little difference in the ranges aside from some improvements to the Ogura 'micr'-tools. Reed Thorne completed issue 47 with the second part of his own trilogy of articles on **High Directionals**. Although Reed is all for simplistic approach to rope rescue his articles are always fabulously complex looking and lavishly illustrated - learn from the master.



CONTENTS

PRODUCT NEWS:
Amkus Rope Rescue System. Climbing Technology Oval Carabiners. Peli Recoil Headtorch. CMC Pulleys. Con-Space amplifier. Petzl Safety Notice - William & Ball-Lock carabiners. ATF Police Dive Truck. Coaxsher FS-1 Ranger SAR pack. MFC Water Rescue Sled. Astral PFD, Petzl EXO Bail out.

TEAM
Yosemite National Park SAR Team

MARKET GUIDE
Electric Tools, Cutters, Spreaders & Re-Bar Cutters

AQUATIC:
Boat Operations by Jim Segerstrom

BACK to BACK
RESCUE KNIVES Spyderco, Gerber, Leatherman, Buck, Fox, Kershaw, Eickhorn-Solingen

ROPE RESCUE:
A Young Persons Guide to High Directionals by Reed Thorne


ROPE RESCUE:
A TRm Equipment and Techniques Survey

GALLERY
USCG Venice Beach Ca. Heli-Op

USAR
Cutting the Edge by Jez Hunter

GEAR SPOTLIGHT
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GEAR REVIEWS:
RopeWise Dump Bag
Petzl Tikka XP ATEX Headtorch



Boat Operations

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FRONT COVERS

Evolution of a New Title Design

Our current title banner stems from a makeover in issue 52. From issue 33 to 45 we maintained the front logo within a coloured box that was a transparent version of our 'signature' colour. In issue 46 we changed things slightly by dropping the coloured box - this was primarily because we felt it clashed with our Icelandic 4x4 shot which looked much better with a simple black & white logo. After only 6 issues with our 'rebrand' Ivan, our Candian editor suggested that there was some confusion about the title of the magazine with some people thinking it was called Rescue45 or whatever the current issue happened to be. So we began to play with the titles to see if we could alter this perception. The two covers below showed the existing style and the appearance with a contrasting colour for the issue number. We wanted to maintain our single picture style with no text and ads to clutter the front cover so Ivan suggested the cover design above right (issue 53) with a separated issue number. We knew we wanted one of Reed's or John Burcham's excellent shots from the 'Mother of All



Highlines' articles by Len Batley so used some of these plus a contrasting design by Dave Pope (I think?) from our Yosemite article to test some more title options. One design took us back to the very bold 'RESCUE' from issue 1 and added 'Technical' in our signature colour and the issue number quite bold in the bottom right hand corner. We ran the design options by our Peer Review folk and thankfully they liked the 'retro' style which was my personal favourite. Now on our fifth cover with the new design we're continuing to try cover pics with strong colours and an 'in-er-face' composition like the Jetskis of issue 53 and the SWORDS robot of issue 54. In issue 56 we have a SkiPatrol with great colour contrast with the red, black and white but the skiers themselves are not quite as 'in-er-face' as we would have liked. Next Newsletter we'll look at more covers that didn't quite make it.



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