



TECHNICAL RESCUE

NEWSLETTER

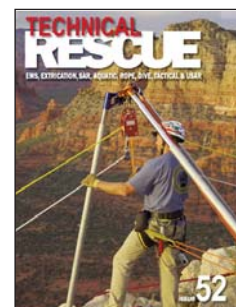
51

We operate a 'virtual' office in that we are virtually never there and instead make the most out of being able to work via laptop and mobiles! Our phone line is rarely answered either because we're away or too busy watching sport or just don't reach the phone in time but we can ALWAYS be contacted via email:

info@t-rescue.com
rescuemagazine@aol.com
 or
rescuemagazine@btinternet.com

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ISSUE 51 Sampler

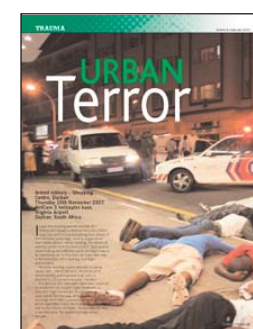


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Left & below right: COVER 51: features HM Coastguard in the UK who are responsible for mud rescue (supported in some areas by the fire service) Here, TRm's Gary Cross and Rich Hackwell trial MFC's API stretcher for Mud Rescue. Out of sight are Rich's OTB water rescue boots, also under review! Gary is sporting the latest in wooden-soled boots.
Below Left: TRm's Canadian Editor Ivan Hansen continues his series on Canadian services with a detailed look at extrication within the Mississauga Fire & Rescue Service (Ontario).
Below Far Right: Sean Johnson's wet again with a look at the syphoning forces created by funnelled water, a risk all too real for Humberside fire-fighters who lost a casualty to hypothermia after he became trapped in a storm drain during the UK's spring floods.



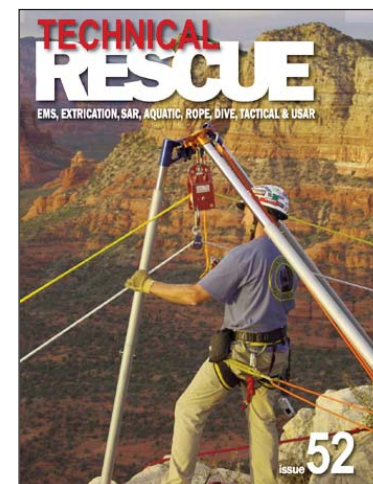
Right: Jim Laffredo on how search dog handlers deal with mentally handicapped subjects.
Far Left: Jez Hunter runs through an extrication with a rope rescue scenario in this issue's training article.
Left: Reed Thorne begins his mammoth 7-part rope rescue series.



Far Left: South African Paramedic Neil Noble and another night of violence in the city!
Left & Right: Two of this issue's Gear Reviews are the SPOT personal GPS Tracker by Lee Lang and Eickhorn Solingen's unique Rescue Tool II & III

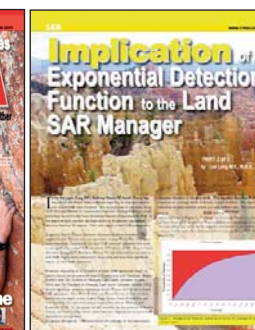


ISSUE 52 Sampler



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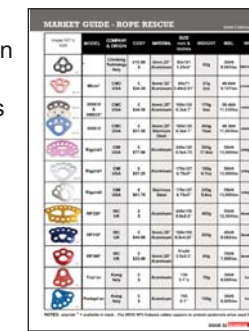
Left: COVER 52: Issue 52 of the magazine is ROPE RESCUE SPECIAL. Mike Green of Montgomery County Fire (Maryland) stands next to the Arizona Vortex Multipod as the tagline hanger hooker for the impressive November 2007, 645m (2,115') sloping Kootenay Highline between Bell Rock and Courthouse Butte in scenic Oak Creek Canyon near Sedona, Arizona. The entertaining human story by Len Batley of what went right and what went wrong is contained in this edition of TRm. Photo by Reed Thorne from Ropes That Rescue Ltd collection
Below Left: Talk of the devil and it's Reed Thorne with his second Minimalist Rescue Archetype - pick-off rescues.
Below Right: Len Batley of the South Australian Fire Service and, incestuously enough, the Australian arm of Ropes that Rescue discusses the seriously long highline set up in Sedona, Arizona last Autumn/Fall



Left: Ivan Hansen completes his two-part series on Mississauga's transition from 'Heavy Rescue Squads' to Technical Rescue with a look at their assets. We don't normally 'do' fire-fighting but it was too good a shot not to use!
Right: The first 5 in our top twenty Must-Have Rescue books



Left: Paramedic Firefighter Joe McMahon examines the dilemma facing collapse rescuers in 'clearing' possible spinal injury. How necessary is it really?
Right: Rigging plates are the subject of this issue's Market Guide



Talking of top-of-the-range and we are also looking at Icelandic iconic brand **66North's Thorsmork parka**. This is the kind of jacket that we associate with North Face and similar expeditioners and is again a fantastically well put together, warm and comfortable jacket. It's a shame that we received it rather too late for the European winter but we have taken steps to move our review to Norway and Sweden in the coming weeks to keep ahead of the spring weather.



As mentioned last time we are currently reviewing the Magnum Spider boot - their lightest 'combat' boot yet with a Vibram sole. However we have experienced some delaminatin on this most technical of soles which has 2 or 3 separately moulded components. Whilst that problem is being addressed we are now also reviewing **5.11's** integral-side-zipped **combat boot** which is fairing extremely well. I take back evrything I never siad about integral zips! The 5th Edition of Wilderness Medicine is currently holding up a log cabin but will be here shortly. As big fans of the first edition we're very interested to see what Dr Perbach has improved in what was a giant of a book in every sense. It not only covers medicine, but survival, zoology, botany, toxicology, vulcanology and mental health....the list is endless. This book was, and no doubt is, one of the broadest of educational tomes we've ever had in our pretty extensive library. **ht:** The **ProLite MP Carrier** continues to be subjected to the most humiliating abuse! Look out for the full review issue 52.



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Who's Who at TRm?



TRm SAR Editor

Lee is an avid outdoors person who enjoys much of the pleasures the Rockies offer. He is also an avid climber and a mountaineer with over 20 years of climbing experience. He is also an avid backcountry skier and mountain biker.

**TECHNICAL
RESCUE**

EMS, EXTRICATION, SAR, AQUATIC, ROPE, DIVE, TACTICAL & USAR

52
issue

We're taking the opportunity to go back to our very original bold 'fat' rescue font which designers would probably say is 'retro' but we're comfortable with it..... !

TarpEx Rescue Pack

One of 3 designs the TARP-EX takes the clamshell/rope bag to a whole new level. The suspension system allows multiple users to customize the fit and to reduce fatigue from heavy loads. The frame board (ABS composite) and aluminum stays, are thin enough to flex and conform, yet strong enough to distribute weight evenly. The main body of the pack holds 300' of 1/2" rope and the top closure is a twin YKK Zipper track system. On either side of the pack are 2 large longitudinal pockets with the zippers oriented to be accessible even if the clamshell is open. Ballistic Nylon on base for wear resistance.

- Internal gear section is rigged with side release buckles, allowing a varied arrangement of gear
- Opposite Internal gear section are three mesh pockets for webbing, cord or other rigging products
- Foam-lined construction maintains pack shape and protects inside contents
- Adj Velcro shelving can be custom configured.
- Ergonomic, padded shoulder straps and back panel.
- Adj shoulder straps fit sml, med, lge and X-large
- Breathable Space Mesh on shoulder straps & waist belt
- Large side pockets allow quick access rigging
- Reverse coil zippers - smooth open and closure
- Reflective piping and tie-down loops for added nighttime safety (not on tactical black version)

CAPACITY: 5000 in3
WEIGHT: 6.3 lbs
DIMENSIONS: H: 27" x W: 17" x D: 10"
COST: \$254.



www.ravenrescuepacks.com

X-Trim Spinal Board

by KONG (www.kong.it)



Kong's extremely compact and lightweight X-Trim is made of Carbon-fibre and weighs only 4.9kg. It folds in the middle for easy transport and can be used in conjunction with Kong's Everest bag and Taylan immobilisation straps to create the perfect mountain rescue set weighing only 8.9kg.

below: Kong Everest System



STERLING ROPE

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The Finest Rescue Ropes

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TOP TIP

Pick-off rescues can result in a congested main hardpoint with loaded carabiners jamming against each other and the pick-off sling in particular causing adverse directional loading on the main carabiner since it invariably causes 3-way loading for at least part of the pick-off operation. The answer is to use one of the micro-rigging-plates produced manufacturers like CMI, ISC, Petzl, Kong, CMC and SMC as well as licensed products by Climbing Technology for companies like Singing Rock and Edelrid. These rigging plates provide a single upper eye for connection to the descender and 3 lower eyes for the pick-off sling, mini-pulley system and connection to your harness hardpoint which now only has to contend with the one carabiner. Additional equipment like packaging can also be attached to the plate. We discuss rigging plates and pick-offs in detail in issue 52.



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- Tactical Rigging and Rappelling
- Vortex and EXO

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Kerry Mountain Rescue Team Ireland



Kerry Mountain Rescue covers the entire South West of Ireland and uses 30 voluntary team members to provide a year round service on Ireland's highest peaks. All team members are qualified to Advanced First Aid and provide technical search and rope rescue. Mike from KMRT points out that the largest increase in callouts is to head injuries, possibly reflecting an increase in the popularity of scrambling on more expose routes.

pie chart right:

Fatality - when the team is called upon to recover a body or when a casualty dies subsequent to a rescue effort.

Rescue - where an injured/sick casualty is treated by the team and/or evacuated by the team, or when a cragfast casualty is evacuated to safety from a precarious position,

Search - when the team is called upon to search for missing person(s), regardless of the outcome of the search, unless it results in a subsequent rescue or body recovery.

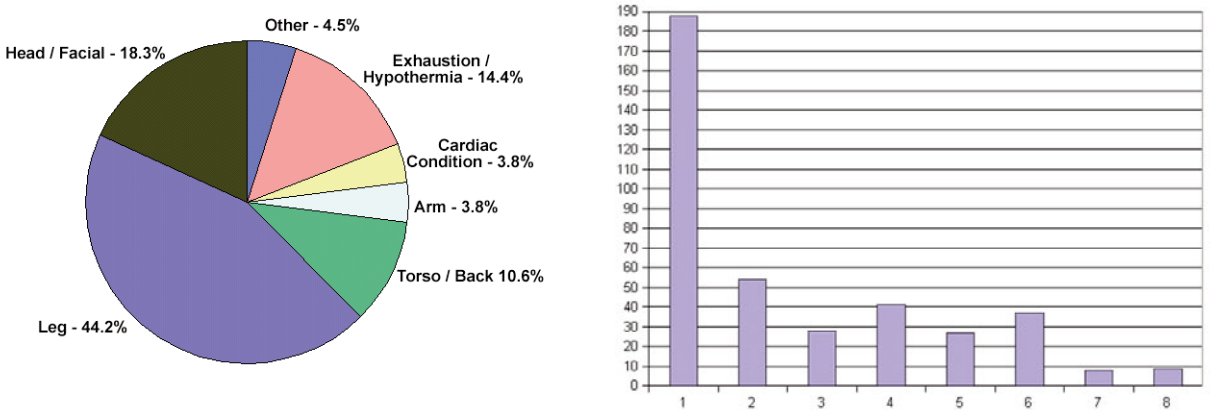
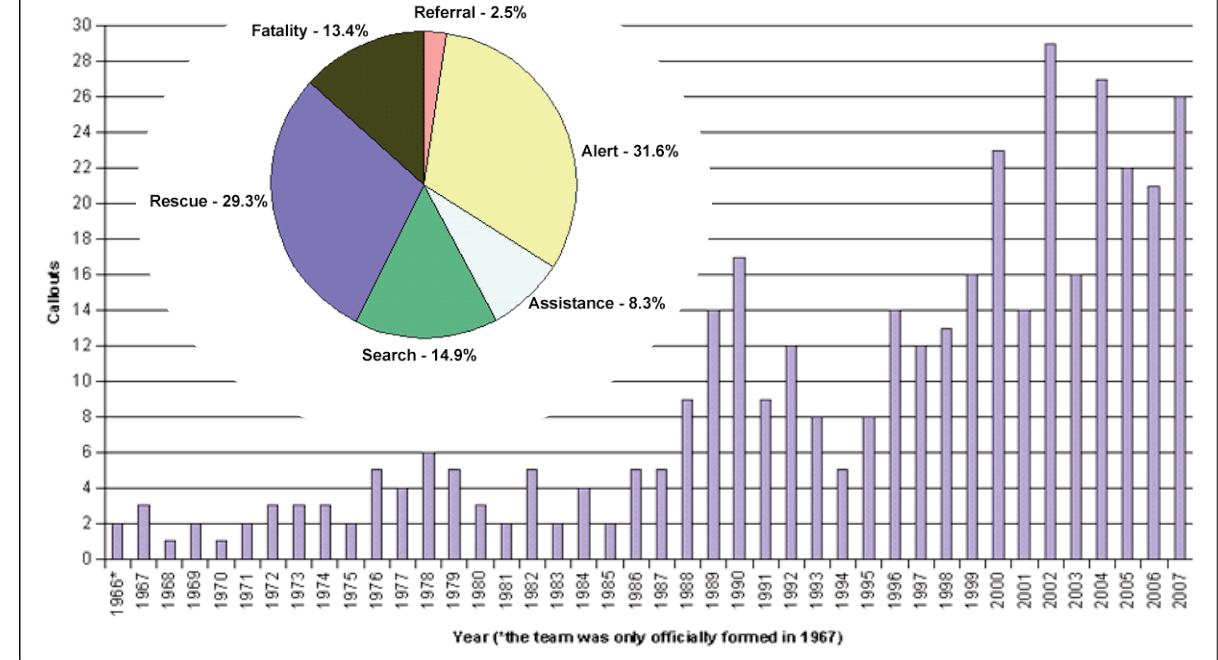
Assistance - when the team gives assistance to a person suffering from non-serious injuries in a situation which they would probably have been able to overcome without the assistance of the team, or when the team commences a rescue effort for an injured or cragfast casualty who is eventually airlifted prior to the team's arrival.

Alert - when the team is alerted or put on standby, or when the team is called out but stood down prior to any search or rescue operation being undertaken.

Referral - when the callout is non-mountain in nature and it has been referred on to a more appropriate agency, eg. Civil Defence

Graph Far Right

- 1 - McGillicuddy Reeks
- 2 - Dingle Peninsula
- 3 - Purple Mountain Group
- 4 - Mangerton Group
- 5 - Beara Peninsula
- 6 - Other Iveragh Peninsula
- 7 - Other
- 8 - Non-mountain



FDIC & Interschutz Roundup

by Brian Robinson

Over the last few years I've been fortunate enough to attend the FDIC (Fire Department Instructors Conference) exhibition and conference in Indianapolis, and a little closer to home, the Interschutz exhibition in Hannover, Germany, the Fire & Rescue Exhibition at the NEC Birmingham, and get to see and keep a close eye on new technical rescue equipment, training and organisations there, and in other places too. I'm going to share just a few of the relevant things that I have come across, some of the interesting, and some of the useful items, oh yes and tales of the not so good. These are both Technical Rescue & Fire related products, which obviously may only be applicable to certain portions of readers. Bear with me folks, its going to be a long winded article, but has a bit of everything, tales of products and standards.

The US is awash with products to help trapped, downed or incapacitated fire fighter. Just why becomes apparent when you look at fire fighter accident and fatality figures in the US, with approximately 100 "line of duty" fatalities every year though included in those figures is cardiac arrest - a significant factor in firefighter mortality!

There are two new standards in the US to help combat these fatalities, which in turn have an affect on relevant products on the marketplace. And for those readers outside of the US, bear in mind that what the US does now the rest of normally implementsome time down the road!

NFPA standard incorporated tunic drag strap

All US fire departments are required to meet strict NFPA standards for equipment and procedures. In mid 2006, certain changes were made within the standards that govern fire fighters clothing, most are materials and fire related but

perhaps the most interesting is the incorporation of a "drag strap" into fire tunics/bunker jacket. This is a purpose designed harness system, stitched into, and integral to the jacket, so that if a fire fighter becomes incapacitated during an incident, it will be easier for his colleagues to extract him.

Obviously aimed at, for instance, a situation where a fire fighter is down in a building that is on fire or in danger of collapse, and speed of extrication is paramount.

The harness or drag strap protrudes out of the neck of the tunic, and circles the fire fighters body, under the arms, in order to distribute load and make a difficult task a little easier.

Will it be useful is a question you can answer yourself if you try to drag one of your (heavier) colleagues along the floor, up stairs etc., without such a device. SCBA shoulder straps have helped this, but with the new jacket strap standard it works independently, with or without a donned SCBA, and gives a grip slightly further away from the body.

What this "drag strap" is not however, is a harness to raise or lower from the vertical, that would still require a separate full body harness (with the exception of such as the MSA FireHawk SCBA "rescue belt" (more later).

NFPA 1981-2007, SCBA electronics, pressure reading and CBRN capability

Since September 11th, 2001 (yes, that long ago), an obvious focus has been placed on fire-fighters etc, responding to what could be an unpredictable and random terrorist attack, let alone responding to a more normal incident at a chemical or radiological plant or vehicle spill. The CBRN (Chemical, Biological, Radiological, Nuclear) compliance part states that extra precautionary devices (normally just application of one way valves) are required to prevent any ingress CBRN contaminants into the SCBA system. This has been an easy and inexpensive task for most manufacturers.

A more common occurrence has been the failure of PASS (personal alarm safety system) or ADSU (Automatic Distress Signal Unit) under high temperatures, exactly what a fire-fighter uses his SCBA for 90% of the time! Now, imagine most PASS / ADSU devices, traditionally they have been on the wearer's shoulder or front SCBA strap, and again this is normally the orientation where the highest source of heat is, the fire.

Also, there's a fair chance that the body has fallen onto the ADSU or PASS alarm sounder unit, therefore reducing the sound output drastically, cutting down the chance of successful location and rescue.

What NFPA 1981-2007 says;

Any electronic device on an SCBA (telemetry, HUD, electronic pressure reading) has to survive in test, 6 cycles of 350°F for 15 minutes, followed by immersion in water to 1.5m.

The old standard just said between -4°F & 160°F.

However a PASS / ADSU also has a more stringent requirement of 200°F for 15 minutes, then 500°F for 5 minutes, a tough act to follow.

We ain't finished yet!

The PASS / ADSU must also sound out to 95 dBA at a distance of 3m, in all of 5 different downed body orientations; Face down, supine right and left, fetal right and left.

To ensure this capability, such as MSA in their FireHawk SCBA (see pictures)



have firstly developed a new sounder, but also protected the PASS / ADSU and sounder from direct heat by placing it on the backplate of the SCBA, with sounders at both right and left of the cylinder, this ensures the sound gets out, whatever the body position. The Standards Committee wasn't happy with a pressure monitoring system being vulnerable either, so believe it or not, in most cases the standards now require such as a modern digital pressure monitoring system such as MSA's ICM or Draegers Bodyguard / Sentinel, or Scott's IRIS, to be backed up by an independent device such as a more conventional mechanical pressure gauge. As far as the PASS device goes manufacturers have managed with a minimal weight increase, but by doubling up on pressure monitoring, the weight goes up, an extra gauge, an extra hose, and as to if its totally required, or if it's overkill, ask yourselves.

PRODUCTS

The RITBAG is derived from the words Rapid Intervention Team, and bag, simple. Ritbag Inc produce a strong bag that will house a stripped down SCBA, plus bale-out rope, carabiners, descenders, ascenders, figure '8's and slings. The bag is made of heavy duty canvas in a super bright yellow, with strengthened seams and hold points, enabling it to withstand the rigours of rescue work. The bag holds the SCBA (stripped of its back-plate and harness to save weight and space) with access to the cylinder valve and pressure gauge at one end, and the facemask / demand valve and hose unit at the other end.

This is then carried or dragged in with the heavy duty black webbing to provide rescue air and recovery means. OK, so its not an everyday product, but one that is almost standard equipment on a US fire truck these days. The genuine RitBag I tried is durable and strong enough to be used as a general rescue bag, let alone an SCBA RIT bag, good stuff.

MSA's SCBA Rescue Belt abseil device

MSA's Airhawk Rescue Belt, is a device built into a standard MSA Airhawk SCBA, that allows the wearer to rappel / abseil if they become trapped.

The main details have already appeared in a separate article, but it consists of a Kevlar weave rope carefully laid within the waist-belt of the SCBA. On the end is a heavy duty caribiner and a small and simple aluminium 6 hole descender. Again, a useful tool that the firefighter hopes he never has to use, but neatly tucked away there just in case.

Trench Rescue Container

A simple idea, to enable Technical Rescue Teams to practice the art of trench rescue.

I was amazed to find that what looked like a standard 40' (13m) shipping container held a very lifelike simulation of a working trench! With the "soil" on both sides of the centrally running trench (a tough hi expansion lightweight foam), it incorporates all manner of gas and water pipes, along with cable ducts etc, running both along the trench and across it, making it realistic, but extremely safe to train in. With both ends open, this enables instruc-

tors to observe and enter easily, with minimal disruption to the working team. Shoring has to be placed according to the risks, the ground, and the services running inside and while the sheer mass of moving soil cannot be dealt with this is still a great idea.

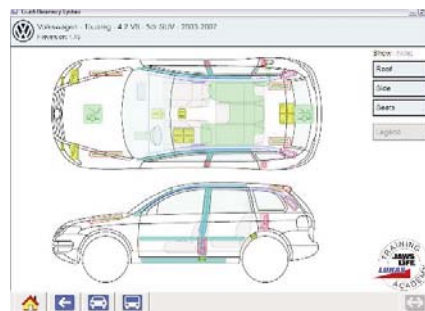
Lukas Crash Recovery System Software

The CRS system is a laptop-based software system that provides detailed information on all manufactured vehicles, at a glance. Vehicle extrication has to take account of gas struts, pyrotechnic pretensioners, airbags etc that could injure the rescuer and this system enables the newly arrived crew to understand the risks they are dealing with in the time it takes to deploy their equipment. Generally installed on a rugged (fire-fighter proof?) Panasonic CF-19 tablet PC, but installable on any laptop or PC system, you end up with a highly transportable, highly informative system.

Just by clicking into the software, choosing the vehicle type, model age, engine size etc, it gives you line drawings of the vehicle, but layered on are colour coded danger points for:

- Danger Zone
- Airbag
- Electro
- Pretensioner
- Miscellaneous
- Reinforcement
- Windshields

Then by clicking on any of the safety points the system advises you how to disarm certain items, or the best way around them, in a methodical and easy fashion. It even takes in Hybrid cars, which can have heavy duty cables running very high voltages, not something you want to cut into with a hydraulic cutter. Once your department has purchased the system, monthly updates are very easily downloaded via the internet, information taken straight from the vehicle manufacturers themselves, in real time.



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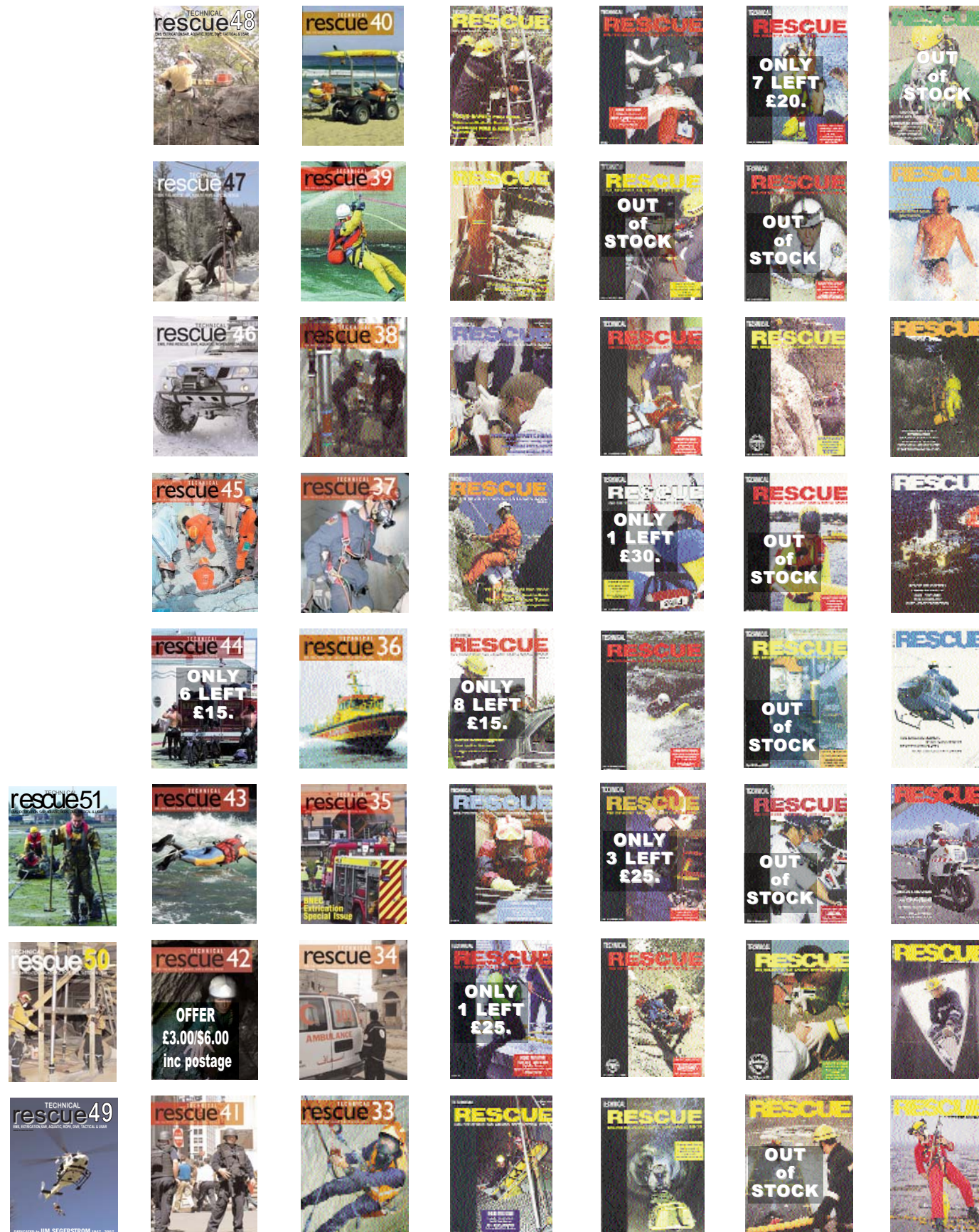
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Left: TRm's rope rescue guru Reed Thorne conducts a complex exercise with a multi-national group of US, UK, Australian and Japanese rescuers. This required two high directionals accomplished with a single Arizona Vortex Multipod separated into a monopod and a bipod to achieve a safe, clean access to the 150m (490') drop off the overhanging "nose" of Doe Mountain in Oak Creek Canyon.
Above: Kilometers of pilot, messenger and 12.7mm rope had to be hauled into place
Right: The sewn 6mm prusik from Sterling on it's 11.1mm host. Interestingly, ALL the highlines here were held by gentle prusik hitches!
These pictures are by John Burcham on behalf of Sterling Ropes who's ropes were being used and abused in these exercises and in the phenomenal highline featured in issue 52 of the magazine.

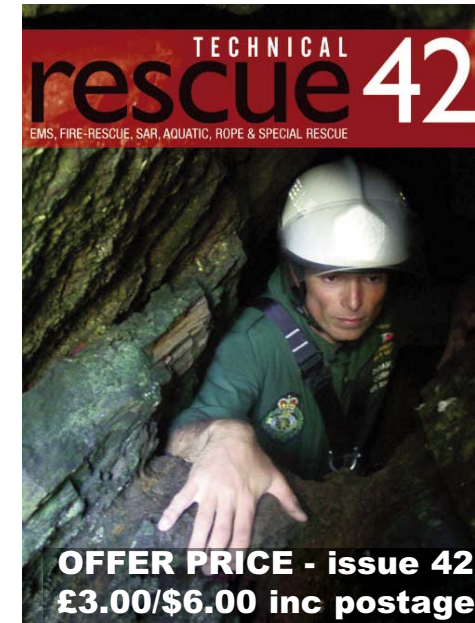


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FOCUS ON ISSUE 42

CONTENTS



Issue 42

came out in the Late 2004. The front cover featured West Country Ambulance Paramedic (and Firefighter, and RNLI boat Crew and Traing Centre owner/instructor Jeremy Griffith posing in a cliff cave on his own beach! The centre is based at a cove in Newquay Cornwall,

England and was at the time one of the few facilities in the UK to look at providing broad-spectrum Technical Rescue courses. This project has subsequently been taken on by academic institute Cornwall College who have a number of competitors in the specialist rescue degree and diploma courses market. Our main articles in this issue were Dr Thomas Gimenez's Animal Rescue part 2 and Jim Segerstrom's new mnemonic for the sequence of rescue in swiftwater and floods - **The Right Way to Help Rescuers Get Techniques** which translates to **Talk, Reach, Wade, Throw, Helo, Row, Go, Tow**. Thomas provided a step-by-step approach to horse rescue with protocol suggestions for vertical lift, securing a horse to a 'glide' and mud rescue as well as helicopter ops. Dr Gimenez and his staff have now become the world leaders in training for large animal rescue - contact www.tlaer.org

Jim's article focused on expanding the standard 6-options for water rescue to include Talk and Wade as well as recategorising the Helo option from last resort to 4th from last reflecting the increasing importance, technical efficiency and piloting proficiency of this valuable resource. This is particularly true of North America where short-haul rather than winching is a standard practice and can greatly simplify moving a stranded victim the short distance to shore. 'Professor' Al Sheehan examined the efficiency of various pulley systems in pure engineering terms and as usual came up with more figures than we could easily fit in some Reeeeeaaaally big tables! It all boiled down to a basic premise - that the larger the pulley, the more efficient it would be but this was further refined to show that the sheave diameter as a ratio of the axle diameter was the real determining factor. He also showed a clear advantage of Ball bearing over bushing in advantage terms though not wear!

PRODUCT NEWS:

Partner K650 Rotary Rescue Saw
CE735R Cutters Edge Rotary Rescue Saw
Stretcher in a Rucksack
Con-Space Communications Talk-Box
Lago Headtorch
BFI Optical Thermal Imaging System
Lyon Technical Symposium 2004 Review
SpeleoTechnics FX Headtorches
Jackson Technical Cool Vests
Reflexite Conspicuity Tape
Leatherman Kick, Fuse, Blast & Wave Multi-tools
Cromwell F600 Helmet (p57)

SAFETY RECALLS:

Meolius Carabiners
Wild Country Helium Carabiners

SPECIALS:

Technical Large Animal Rescue Part2, by Dr Tomas Gimenez and Dr Rebecca Gimenez .

National Lifeguard & Rescue Training Centre (UK)

ROPE RESCUE:

Friction Testing & Pulley Systems in Vertical Rescue

by Al Sheehan

GEAR REVIEWS:

Courant/AK901 Evacuation Harness,
Cutters Edge CE-2171-RS-D8 MultiCut Chainsaw,
SOG S60 Powerlock Multi-tool,
Scott/Sabre Propack SCBA,
Koehler/Bright Star Responder Torch,
StatPack Load'nGo rucksack

GALLERY:

Severn Area Rescue Association

AQUATIC:

The Right Way to Help Rescuers Get Techniques

by Jim Segerstrom

Stokes vs Rescue board Art Doss makes a case for the use of dedicated rescue boards used in conjunction with PWCs instead of floating stretchers. This kicked up a debate and in the interests of a fair discussion we subsequently ran a follow-up article in the next issue refuting some of Art's points

MEDICAL:

Tactical Medicine Ex-Technical Rescue Unit Paramedic Rich (Dinger) Bell reports on a incident in Iraq that required his treating a US Marine that was the victim of an IED. victim that had lost a leg, partial amputation of his other foot and loss of his lower jaw. Rich provides an updated vitals account of his treatment in the field of this very badly injured soldier and emphasises the differing priorities of 'combat' medicine over 'civilian' EMS.





The UK Mountain Rescue Conference 2008
5th to the 7th September 2008.
University of Stirling, FK9 4LA, Scotland

A Joint Conference of
Mountain Rescue England and Wales (MR-EW)
The Mountain Rescue Committee of Scotland (MRC-S)
The Northern Ireland Mountain Rescue

In association with
The Irish Mountain Rescue Association (IMRA)

Why people die
Making a diagnosis of death
Fatalities at the scene of the accident

Legal Aspects of death
Medical aspects of Extended Rescue
Extended Rescue Underground
Extended Rescue Case Histories

Extended Rescue Case Histories
UKSAR and MR in the future
Things we know and things we don't
It still snows in the Northern Corries
Map Action
SAR-Who gets lost and why.
SAR-When children are involved
Is it worth searching at night?
Deployment of helicopters in searching
Making the best use of dogs
Stretcher History and overview
Stretcher -Katie II
Testing Stretchers
Other stretchers
Rigging for rescue
Single rope rescue
Suspension trauma
Medical treatment on the crag
Treatment of drowning
Cave Diving
Inland Water Rescue
Water training in MR
Aircraft site management
Grayrigg Train Crash
IMRA training officer
Search terminology
- are we talking the same language?
A guide to VAT
Current charity law
Insurance issues
Fund raising.

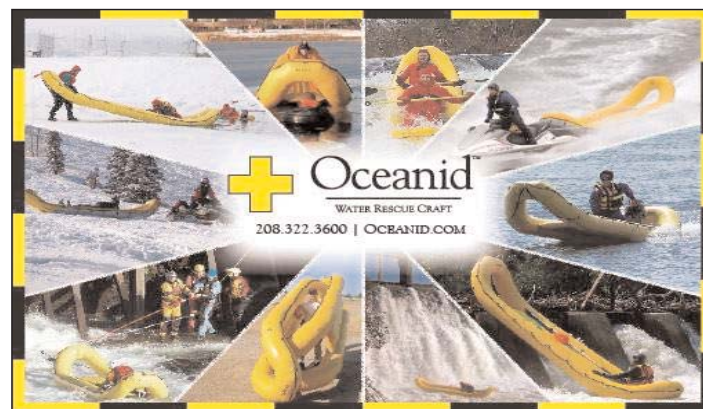
Dr James Grieve
Dr Steve Teale
Craig Dewar, Lothian and
Borders Police

Tony Rich
Dr William Lumb
Alan Jeffries Scottish CRO
Peak District/Dundonnell
and/or Lochaber Teams
South Wales Cave Rescue
Peter Dymond
Dr Paul Grout
Simon Steer
David Spackman
Ged Feeney
Dave Perkins/Pete Roberts
TBC
Barry Nielsen
Paul Gaskell
Peter Bell
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Lyon Equipment
TBC
Jonathan Hart
Dr. David Hillebrand
Dr Stephen Hearn
Professor Mike Tinton
TBC
Fire Service
Ian Rideout
Bob Lander
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