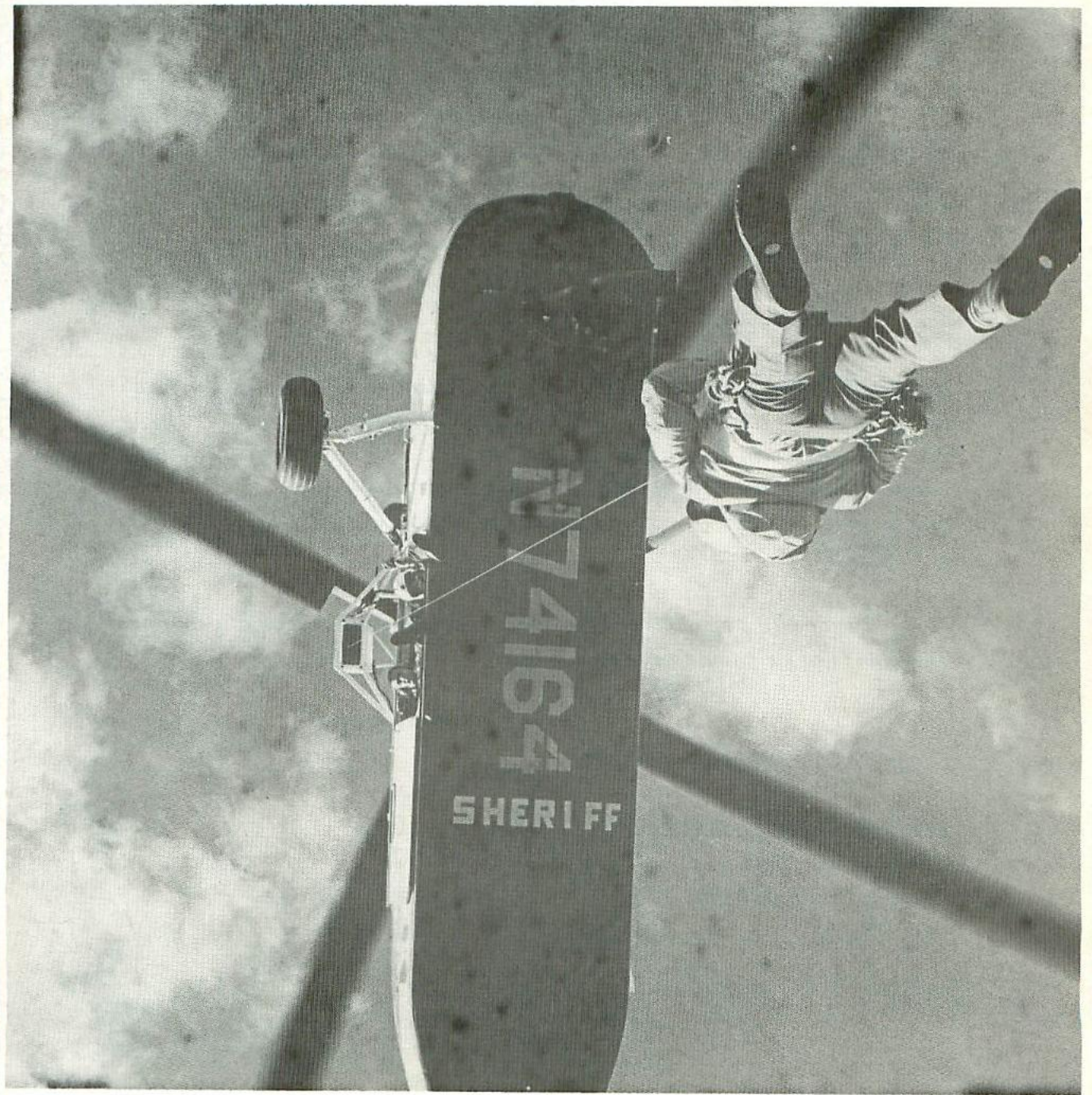


WINTER 1979/ SPRING 1980/ SUMMER 1980

SEARCH & RESCUE

MAGAZINE



SEARCH AND RESCUE MAGAZINE
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Dear Reader,

I really must apologize to you for letting you down. It is solely my job to get you your issues. I intend to make-up this delay in my responsibility by crediting all subscriptions appropriately. Again, I do apologize and beg your patience.

Some good news is that Renee Havens and Carol Sarvis, advertising and art respectively, have lent their considerable skills to our effort. I believe you'll like these improvements.

The National Association for Search and Rescue (NASAR) and Search and Rescue Magazine (SARM) have terminated our agreement. I will not pretend to assess the entire meaning of this situation, but I can assure you that it is positive. I have been associated with NASAR since Summer 1974, when I did our first official issue. I strongly urge you to support NASAR as I do. NASAR deserves our support.

I have opened a brand new office on the beautiful Central Coast of California. This is an open invitation to you to stop by.

Dennis E. Kelley, Publisher

SEARCH & RESCUE MAGAZINE

4195 Polaris Avenue

Lompoc, California 93436

(805) 733-3986

SEARCH & RESCUE

MAGAZINE

WINTER 1979 / SPRING 1980 / SUMMER 1980

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Quarterly. Return postage must accompany all manuscripts, photos and
drawings if they are to be returned. All above items are solicited for submission
to the editor. Desirable articles include but are not limited to: Survival or
dramatic situations, first hand search and rescue experience, technical and
"how to" articles of interest to the search and rescue community; photographs
of rescue operations. Contributors payments rates are defined in Writers
Market or are available from the Publisher. Copyright 1980. Advertising rates
on request.

PublisherDennis E. Kelley
Consulting Editor Lois McCoy
Advertising Renee Havens
Art Director Carol Sarvis
Production Marion Christner

Printed by:



KRISTAL GRAPHICS
14528 Calvert Street
Van Nuys, CA 91411
(213) 785-8202

Editorial Offices:

SEARCH AND RESCUE MAGAZINE
P.O. Box 641
Lompoc, CA 93438
(805) 733-3986

PUBLISHERS FORUM

DENNIS KELLEY, PUBLISHER

Subject: JIMMY WOLTERS SEARCH

This is a report on the remarkable Jimmy Wolters search conducted by Sheriff Floyd O. Barton of Inyo County, California. This search was initiated when MW24 Jimmy was discovered missing on the summit of Mt. Whitney, Sunday, September 9, 1979. Because this is the highest peak in the contiguous United States, it is the most frequented mountain in the Sierra. Yet there is very precipitous terrain around the summit and huge rock walls do abound in the area. Jimmy was found by a professional French climber Saturday, September 15, and reported on the 17th. Jimmy was found beneath Day needle after an apparent 1,500 foot fall from the crest.

However, this report is not a critique on the death of Jimmy but on the quality of the search itself. For this humanitarian effort was the most professional search effort I have witnessed in this SAR business to date. It is a model for future endeavors.

First, the political atmosphere for this major search was excellent. Sheriff Barton and the Inyo County Sheriff Posse Search and Rescue Team seemed to have a superior relationship of mutual respect and trust. The apparent rapport between the other local government agencies such as the U.S. Forest Service (USFS), the National Park Service (NPS), etc., was positive and dynamic. Even an initial NPS territorial question was quickly resolved as an example of this general goodwill. Most important was Sheriff Barton's personal on-scene presence. As the one responsible person, his supportive involvement sparked everyone to greater labor.

The Inyo County Sheriff's Department personnel were terrific in constantly hustling to acquire and support resources needed for the effort to find Jimmy. Helicopter jet fuel was arranged and provided when initially none was available for example. Deputy Chuck Hazelton even donated the use of his own motorhome as a "war room" for planning and meetings. The pleasant and cooperative attitude of the Sheriff's personnel contributed greatly to everyone giving his all to the search effort. Believe me, it really helps a searcher's field efforts when he is provided with a wholesome meal and a chance to shower and clean up whenever he passes through base camp.

Second, the Inyo County Sheriff's Posse Search and Rescue Team provided the indispensable search boss (coordinator, operations leader, mission coordinator, etc.). It must be said that the leadership of Pat Elliot was exceptional. He was knowledgeable, persistent, very thorough, and patient. He did in my opinion a very professional job that was very strong in search strategy, resource debriefing and seeking consensus from co-workers. A dramatic example of the principal that the most important searcher is the search boss.

The National Park Service and California Highway Patrol Helicopter pilots did some very spectacular observation flights of the walls and needles. The Army and USFS chopper pilots were extremely helpful in transporting searchers onto and off the mountain. I can personally attest to the skill of Captain Mike Radwick, US Army, who ran out of rudder and RPMS's, landing at 12,500 feet (Trail Camp LZ) and still recovered enough to save us all from a fiery crash on the rocks.

Besides doing a great job in the field, WOOF demonstrated what I consider to be outstanding resource rapport. Sandy Bryson and those other excellent dog handlers all were so cooperative in dovetailing their skills to the strategy and desires of the search boss. It was interesting to see how WOOF enhances the overall effort through skilled cooperation and searcher skill.

The Sierra Madre Search and Rescue Team deserves credit for maintaining a substantial mutual aid response to the search. For every day of the search there were at least five or more team members on hand. In addition, their individual enthusiasm and thoroughness in the field has been tremendous, as always. Specifically George Duffy's efforts in helping recreate the missing person incident on the summit with the informant was outstanding.

The Rappel of Bob Rockwell and Mike Mason of China Lake Mountain Rescue Group down the Whitney-Keeler window was particularly spectacular. Even for the sake of Jimmy Wolters it had to be singularly dangerous.

In conclusion, I would like to say I was proud to be a small part of the massive human life saving effort. It was the kind of effort that, upon which the SAR community as a whole, can raise itself to greater heights. It helps the SAR community because it helps us all become more professional. Just as the relatives of the patient don't ask the surgeon if they can help out in the operating room, future family members of missing persons will respect and trust the efforts of the professional team effort of the searcher. In this emerging technology of wilderness search for a missing person, like the surgeon, we as professional searchers are bound to sometimes lose. The number of real successes are growing and we are improving as illustrated by this remarkable Jimmy Wolters search.

• • •

MARCH ON SAR

NEW STRETCHER

Hamish MacInnes has developed a new stretcher which is currently being tested by the Lochaber Search & Rescue Team. It has a double wheel or rather sphere system. These are at low pressure, 4 psi and very touch. Punctures can be repaired by using a hot soldering iron to melt over, or even a heated piton. There have been no puncture problems during the current tests. The spheres are mounted on a pivot in the centre of the bars (see photo) and in the event of hitting an obstacle, say a large boulder, the rear wheel climbs over the front wheel. The stretcher has a built-in centre section and the weight of the new model with the casualty bag is 24 lbs.



AGING OF ROPES

Surprise report of the German Alpine Club. The German Alpine Club spent \$10,000 on testing 2,000 metres of climbing rope. After a comprehensive testing program the club made the following statement. "We have no alternative but to recommend that under no circumstances should rope over four years old be used for climbing — not even top roping." The report also recorded that since 1965 the German Alpine Club has recorded 11 breaks of 11 mm ropes, three of which broke at carabiners. Six instances of the near severage were also recorded. Five breaks of 9 mm. rop. were also recorded, two when the rope was used double. The tests were carried out only on German-made Kernmantle ropes. It would appear that there may be a need to conduct more research into this field.

(Continued)

NEW JUMAR

Walter Marti of Jumar has sent me a model of the new redesigned Jumar which has several improvements over the original model. The new ascenders have been tested to 11,000 lbs. as compared to 660 lbs. in the original model. This is nearly an 800% improvement in strength and greatly increases the safety of Jumars in rescue situations. There have also been improvements in the basic design.

1. A hole for an attachment carabiner or rope has been added to the redesigned base of the Jumar which gives a much more effective system of fastening. Although the instruction notes accompanying the equipment show carabiners attached it is possibly more desirable to use nylon webbing or rope to avoid the friction wearing of aluminum against aluminum. There is also the possibility of torquing the carabiner against the eye hole causing a lowering effect which may cause carabiner failure.
2. The cam has been reinforced and is made of chrome steel with newly spaced wear-resisting teeth.
3. A new improved security locking pin which allows you four fastening positions for the cam i) fully open, ii & iii) mid-way positions, iv) full safety lock.

Technical Data

Weight per ascender 9.2 oz. (260 grammes)
6.7" x 3.2" x 1.4" or 170 x 80 x 35 cms.
Test Load - 1100 lbs. per Jumar

The Jumars are finished in bright yellow protective coating which makes them conspicuous in use and they have left (red) and right (blue) colour coded safety triggers. The instruction notes which accompany the Jumars give full technical details and have clear concise diagrams showing different methods of usage. Although an expensive buy at \$80 - \$90 U.S., they are certainly a good investment for the rescuer who is involved in cliff or cave rescue.

THE TALKING ROPE

There has been an interesting development in Britain by John Skelton of Ski and Climb International, who has designed a 'talking rope.' The rope transmits voice communications between the climber and includes a battery, microphone, amplifier and ear piece. The equipment weighs 250 grams and the PP9 battery has a shelf life of at least 100 hours. The device is left switched on and hands are not needed to operate it. The miniature amplifier and specially designed microphone are easily fixed into any type of climbing helmet. The weight of the rope is only slightly increased by its cable and its handling properties are not affected. The presence of the cable in the rope does not affect the energy absorption capacity of the rope. This development may be very useful in the field of mountain rescue where cliff rescue communication may be difficult.

1. Hole for carabiner or rope.
2. Reinforced cam of chrome steel provided with newly spaced.
3. Improved new security pin locking gate; wear-resistant teeth.
4. Central position, set.
5. Open cam sets.

• • •

REVIEWS

U.S. News & World Report — Sept. 18, 1979

240-ROBERT, ABC, Monday, 8 p.m. The title of this formula action-adventure series is the only original thing about it. Three young deputies — two guys and a girl, of course — employed by the L.A. County Sheriff's Emergency Detail, perform feats of derring-do as they patrol the mountains and coastline.

Sadly, "240-Robert" — which refers to the deputies' radio code-signal — draws on too many other shows. Joanna Cassidy has some moments, but the whole package is plodding at best.

Los Angeles Times — Sept. 2, 1979

"240-ROBERT," 9 p.m. (7) — New adventure series dealing with rescue operations on the beach — a kind of waterlogged "Emergency." Tonight's premiere involves a stunt man's near-fatal crash with Bill Williams as the stunter.

• • •

LETTERS TO THE EDITOR

240-ROBERT

I am writing this letter in regard to the new television show "240-Robert" shown by ABC Television. After watching the past two programs I feel that this show portrays a very poor picture of Search and Rescue, not only for the State of California, but for Search and Rescue groups everywhere.

I have noted so many flaws in their Search and Rescue "techniques" that I couldn't begin to list them. If you or any member of this National Association has watched this program I am sure you will agree with me. I feel that as a National organization our Executive Board should take action to let the Producers, Directors, and the Los Angeles County Sheriff's Office know that what is being portrayed to the public by this program is not even close to true Search and Rescue procedures or techniques. I also feel that the news media should be notified by our association that we do not support the methods or procedures used in "240-Robert."

I see in this program a good outlet to the public as to exactly what Search and Rescue is. However, at the present time the public is seeing what it isn't. They are being led to believe that the people involved in Search and Rescue actually do these careless stunts. Some years ago Tim Donnelly from "Emergency" attended several of our Mock Searches. At that time he was in hopes of putting together a television program involving search and rescue. I believe we gave him some good ideas. Maybe the crew from "240-Robert" could sit down and talk with him before this program goes much longer.

I can hardly wait until I am working my next search and a citizen approaches me and tells me how it is done on "240-Robert."

Bob Cooper
205 Search Team
Phoenix, Arizona

Editor — See Reviews Department of this issue.

(Continued)



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TO SAVE A LIFE

THE EMERGENCY ROOM AT SAINT JOHN'S HOSPITAL SHORTLY AFTER THE HALF FROZEN BODY OF JOHN PIXLEY WAS BROUGHT IN BY HUEY EVACUATION HELICOPTER. A MEDICAL TEAM IS PREPARING TO FLOOD THE BOY'S BODY WITH AN INTRAVENOUS WARMING SOLUTION. DEPUTY SHERIFF BARRY JOHNSON, AT FAR RIGHT, STAYED CLOSE TO PIXLEY UNTIL HE WAS OUT OF DANGER.

IMMEDIATELY AFTER DOCTORS HAVE FLOODED HIS BODY WITH A SOLUTION DESIGNED TO RAISE HIS BELOW NORMAL BODY TEMPERATURE. THE BOY HAS ALSO BEEN WIRED FOR AN ELECTROCARDIOGRAM.

AN ANESTHETIST LISTENS TO THE BOY'S HEARTBEAT.

John D. O'Connor

At 4 p.m. Tuesday evening, November 28, 1978, the Teton County Sheriff's office in Jackson, Wyoming received another of the many "lost hunter" calls the department handles each year.

The caller, a Hanna, Wyoming housewife, was worried. Her husband, 31 year old Nicholas Anastos, had not called her that morning as the couple had originally planned. Her husband, Mrs. Anastos said, was hunting elk in the Whetstone Mountain area of Wyoming's rugged Bridger Teton National Forest. He was accompanied by their son Glen, 9, and a stepson, John Pixley, age 12.

Mrs. Anastos said her husband had made his base camp at the head of Pacific Creek, in the National Forest Wilderness Area fifty miles north of Jackson. She insisted her husband would have called her had he been able to reach a phone.

No Trace

The dispatcher consoled Mrs. Anastos and promised her the department would look into the matter. Deputies were sent to the mobile home Anastos and his sons were using as a base camp at Pacific Creek. The deputies reported finding no trace of the father and his two boys.

At 6 p.m. Tuesday evening, while sheriff's deputies were still searching the Anastos trailer, two hunters were startled by a semi-coherent man who burst out of the forest and into their camp. The man, suffering from the initial symptoms of hypothermia, was Nicholas Anastos.

Anastos told the hunters, Bill Lacey and Thurl Navotny of Casper, a confused story of his two boys and how he had been forced to leave them, to go for help. Anastos kept mentioning a "burn area" near the spot he had last left his sons. Although Navotny and Lacey did not know it at the time, Anastos had left his sons early Monday morning. He had been wandering aimlessly through waist deep snow for 31 hours.

Deputies ascertained from the rapidly recovering Anastos that he had become disoriented while hunting on Sunday, November 26. Anastos had tired after attempting to carry the youngest boy, Glen, out on his back. Unable to travel any further in the rapidly diminishing light Anastos and his sons had spent Sunday night out in the open.

Built a Fire

On Monday morning Anastos had built a fire, stockpiling a supply of firewood. He told his sons to stay near the fire and keep it going while he went for help. Anastos began walking in what he thought was the direction of his base camp. Instead he walked in the exactly opposite direction.

Deputies realized that if the boys were to be found alive time would prove to be their major enemy. Nighttime temperatures in the Whetstone Mountain region were dipping down to 15 degrees below zero for the past three nights. Glen Anastos and John Pixley, ill equipped to endure such cold, would soon be spending their third night out alone in the skin-cracking temperatures. As darkness closed in on Whetstone Mountain the sheriff's department ordered an air search.

Sparky Imeson, a local mountain pilot with countless hours of flight time over the Bridger Teton Wilderness, received a call late Tuesday evening from a deputy who brought Imeson up to date on the situation and asked him for his assistance.

"Can we get a plane up tonight?" the deputy asked.

"Get me a spotter," said Imeson calmly, "and we'll give it a shot."

Paired with a deputy armed with high-powered field glasses Imeson searched for the two lost boys until he was forced to return to Jackson airport by bad weather. Imeson called area pilots that night, requesting those who wished to help to be at the airport at dawn. Imeson located a map of the Whetstone Mountain Pacific Creek area, dividing it into 11 nine-mile sections until he had established an effective search grid over the region.

Ground Search

On Tuesday night the ground search was also initiated. Elements of the Jackson Nordic Ski Patrol moved into Pacific Creek, bivouacking there for the night. Mounted teams of sheriff's deputies and concerned hunters took their positions, 50 searchers waiting for first light.

At 6 a.m. Wednesday morning 11 planes of varying size took off from the Jackson Hole airport. Each pilot flew an assigned low-level search pattern, spotters training field glasses on the endless expanse of white and intermittent patches of green which flashed by beneath them.

Flying with the fixed-wing aircraft were three helicopters. One was privately owned and piloted by local flyer Floyd Kjerstad. The other two were Huey evacuation helicopters, elements of the Aerospace Rescue and Recovery Service (ARRS) flown in for the search from Hughes Air Force Base in Utah.

A C-130 cargo plane carrying a bloodhound team from Sacramento, California was reported enroute while jet fighters equipped with infra-red and photographic scanning equipment stood ready at Hughes Air Force Base should the need for a fly-over of the Whetstone Mountain area arise.

At 10:00 a.m. Wednesday morning a search helicopter carrying Nicholas Anastos, deputy Barry Johnson and piloted by Floyd Kjerstad set down in a clearing at the head of Pacific Creek. While Kjerstad worked out his next search pattern, deputy Johnson walked over to talk with a group of hunters who had assembled in the clearing.

(Continued)

Significant Clue

"We were just talking about the search," said Johnson later, "when this guy steps forward and asks me who we were looking for. I told him we were searching for two boys. He thought about it for a minute and then said he had seen two boys with an older man he thought was their father on Sunday afternoon. Everything just clicked. I asked him if he could find his way back to the spot he had seen them by air. He said he thought he could. I threw him in the chopper with the boy's father and they took off."

The hunter, 20 year old Michael Mitchell of Rawlins, Wyoming directed Kjerstad to an area at the 8,000 foot level of Whetstone Bowl.

According to Game and Fish Supervisor Garvice Roby, who was searching the area by plane with pilot Paul Imeson; "We were making two or three passes over the area, as I'm sure other planes had, and we noticed the Kjerstad copter start to set down. We circled, waiting for some kind of confirmation. Floyd got on the radio and confirmed that he had found them. The boys were tucked away under some trees. I think it was a miracle they were found at all."

Kjerstad landed the helicopter near the boy's burned-out fire and depleted stock of firewood. Anastos and Mitchell jumped out into the snow, wading towards the campsite.

Both boys lay motionless in the snow. Anastos and Mitchell approached them slowly, each man fearing the worst. The youngest boy, Glen, was on his side, partially covered by snow. He was dead.

Nicholas Anastos reached out to touch his stepson, John Pixley, who was frozen in a sitting position. Pixley's hands were bare. Mitchell saw that they were blue with cold.

Kjerstad, who had followed Mitchell and Anastos to where the boys were laying suddenly stopped dead in his tracks. The pilot pointed at the 12 year old.

"He's alive," he said.

Clinging to Life

All three men stared at the boy and at that moment John Pixley moaned once. He was still clinging to life after three nights in sub-zero weather.

Kjerstad raced back to his helicopter, leaving Anastos and Mitchell behind to build a fire. He radioed his position along with the message that one of the boys was still alive. Then he flew at full speed back to Pacific Creek to pick up deputy Johnson.

A quick trip by helicopter brought Johnson to the scene, the deputy stripping naked and getting into sleeping bags with the barely conscious boy. Seconds later one of the two ARRS Huey rescue ships was hovering overhead, paramedics dropping a Stokes litter and hoist equipment to the men on the ground.

John Pixley and the deputy who was trying to save his life were airlifted the 50 miles back to Jackson, the Huey landing in the parking lot of Jackson's Saint John's Hospital at 12:20 p.m.

Body Temperature 93° F.

The helicopter was met by a medical team from Saint John's. Air Force medics transferring Barry Johnson and John Pixley from the helicopter to a waiting stretcher. The boy was rushed into Saint John's emergency room where doctors quickly flooded his body intravenously with a warming solution. His body temperature on arrival at the hospital was 93 degrees. His boots were caked solid with ice. He moaned continuously as his body slowly thawed. Thermal blankets were placed under and over the boy while deputy Johnson, clad in hospital slippers and drinking a steaming hot cup of coffee, hovered at his side.

Two hours after his arrival at Saint John's, John Pixley reached up with his right hand and unconsciously clenched the hand of a nurse. She smiled. Smiles broke out among the doctors and nurses who had fought to save the boy's life.

"That's great, Johnny," the nurse said. "You've got a good, strong grip. You're going to be all right."

A doctor declared John Pixley out of danger. Nicholas Anastos was allowed in to see his son. The grieving man stroked his

stepson's hair hesitantly, fighting to hold back tears.

"He's going to be fine," a doctor said quietly. Anastos nodded.

"Is he going to lose. . ." Anastos choked on the words, gesturing instead to his stepson's heavily bandaged hands.

"We don't think so," said the doctor.

Again Anastos nodded. "Thank you," he said.

John Pixley was wheeled out of the emergency room. He was given a series of whirlpool baths designed to bring his body temperature back up to normal. By the next day his condition was listed as "stable." Doctors reported that the boy would not lose any of his fingers or toes and that no permanent damage had been done to his hands.

Nicholas Anastos was led from the emergency room to a hospital waiting room. He thanked the assembled members of the helicopter crew that had transported his son, then sat down in a chair next to a Coke machine, his back to the wall. He put his face in his hands. People in the waiting room filed out, giving the man the opportunity to handle his pain in his own way.

John Pixley was kept at Saint John's for observation. His recovery was rapid. He stayed at the hospital a little over a week before he was released.

Teton County Sheriff Steve Rogers visited John Pixley before the boy was sent home. Rogers presented the 12 year old with a framed document which made him an "honorary member of the Teton County Sheriff's Department." A prominent local wildlife photographer gave John Pixley a photograph of three coyote pups.

Distinguished Service

Deputy Sheriff Barry Johnson was later awarded a medal for his "distinguished service" in the rescue of John Pixley.


Funeral services for Glen Anastos were held on December 11, 1978. He was buried quietly in a Green River, Wyoming cemetery.

That week an item appeared on the editorial page of a local Jackson newspaper which summed up the feelings of a community who, in one way or another, held two small boys uppermost in their minds for almost 22 hours.

The statement offered a public thank you to "all those who lost sleep, got cold and gave their best to prevent the worst from happening." The paper went on to say, better perhaps than anyone else could at the time, that ". . . the machinery and logistics of the search were incredible. Aircraft, horse and skis carried as many as seventy-five people through a wilderness area to complete a rescue and save a life. We should be thankful to live in a community where time, that irreplaceable commodity, is so freely given in an attempt to avert sure tragedy. . ."

• • •

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NASAR AWARDS

Stan G. Bush, Acting Chairman

Those active in search and rescue and in NASAR essentially receive tremendous recognition for their work either directly as they find a missing child or complete a successful mission or indirectly in the successful management of a committee, development of a new program, management of an objective or in many other ways.

However, certain groups and individuals deserve special recognition — either for their years of involvement, development of new techniques, or particularly unusual activities in service to the search and rescue system.

Thus, NASAR presents annually the three categories of awards being recognized here. They are the state, humanitarian and Hal Foss awards. This year there are six state awards. We hope that in the future years there may be many more.

State Awards

ARIZONA — Sheriff Robert Gomez of Greenlee County

Active in the organization of a search and rescue team and acquiring cooperation with state and federal agencies. The team has been successful in year-round operations with numerous successful searches. Sheriff Gomez has effectively led this team. In December of 1978 a ruptured dike caused a flood that destroyed a trailer park. One demolished trailer lodged against a tree in midstream. An elderly man in the trailer was able to get into the tree and was stranded there. After two helicopter attempts to rescue him (he was unable to hold the rope) Sheriff Gomez boarded the helicopter and from it stepped onto the trailer frame, worked his way to the tree, tied a rope from the helicopter onto the man and the man was lifted to safety. Sheriff Gomez then returned to the trailer frame and was picked up by the helicopter.

CALIFORNIA — Sacramento Regional Helicopter Unit — California State Highway Patrol.

Serving a 14 county region this unit had 118 missions in the past year alone. The victims were found solely by the helicopter unit in 51% of the missions. 26 lives were saved during the year directly as a result of their work. As an example, the Placer County Sheriff called to report a missing 17 year old that was a possible suicide. The helicopter unit located him in 10 minutes. He was lying unconscious about 100' from a river. The unit members gave emergency care and evacuated him to a hospital — saving his life.

COLORADO — Hal Dunn — Alpine Rescue Team — Evergreen, Colorado

Hal has been active for 10 years with the Alpine Rescue Team. He is a Director of the Colorado Search and Rescue Board. He is a very quiet, unassuming man who works 'behind the scenes' very effectively. He was instrumental in the development of the Colorado 50 hour mission coordinator course. He has done extensive research on hypothermia and has developed an inexpensive portable heated oxygen unit for the management of cold injury. He is a calming force, a moderator and a true leader in Colorado search and rescue.

LOUISIANA — Steve Breedlove — Alexandria, Louisiana

While enroute to assist in the search for a downed aircraft Steve's vehicle was involved in a very serious accident that injured him, killed his two horses and damaged his truck and horse trailer. He suffered an unforgettable loss that highlights the devotion of those who volunteer their services to those in need.

TEXAS — Mark Wilson — Emergency Resource Manager — Wichita Falls, Texas.

He held a disaster drill just 8 days before the Wichita Falls tornado. He had everything under control and knew what to do. In the disaster area all communications were out, power lines were down, water was off and sewer lines were disrupted. The southern end of the town was devastated and there were 57 fatalities. It was night. There were 20,000 homeless. Yet all of the injured were evacuated promptly to hospitals and there were *only six* missing persons 12 hours later! Mark was the man in charge, he knew what to do and he did it!

WASHINGTON — King County Search and Rescue Association.

The first county search and rescue council in Washington — organized in 1964. It has representatives from all levels of government as well as the volunteer units. It has 22 member units with over 3,000 volunteers and is involved in 60 to 100 missions a year. It is also involved in disaster preparedness, preventive search and rescue education, training and cross training. Many other counties now use their plans. They are the pace-setters for search and rescue in the State of Washington.

The Humanitarian Award

Jon Pratt — Steamboat Springs, Colorado

On Monday the 4th of December 1978 a Twin Otter aircraft enroute to Denver crashed near Hebron, Colorado during a major winter storm. A dramatic, coordinated effort by state search and rescue organizations reached the aircraft and evacuated the survivors within twelve hours. 20 of the 22 aboard survived.

Jon deserves much of the credit for their survival. Age 20 and an Eagle Scout with winter and survival training, he was on board. After the crash he exited the aircraft, opened the baggage compartment and — with the help of other mobile survivors — distributed down clothing, stuffed materials in cracks in the aircraft, moved injured people to shelter, gave emergency care and comforted the passengers. When he heard a snow cat in the area — before dawn — he went out and shouted to guide the rescuers to the crash site. His actions were in the best tradition of search and rescue.

The Hal Foss Award

Major General Ralph S. Saunders — Scott Air Force Base, Illinois

We all have a commitment to the victim — whether it be in saving the life of a trapped person, finding a lost child, serving as a mission coordinator or in many other ways. We assume, in NASAR, a second commitment to improving the effectiveness of our search and rescue efforts by developing a total SARYM (Search and Rescue System) for this nation.

This year's award goes to a man who has probably done more than any other person to make sure that it is a *total* system. A man who has worked quietly in the background with intense devotion to the victim.

A person who is employed in the Air Force search and rescue program but who has gone *far* beyond the demands of his job.

One who has worked extensively to get federal agencies committed and *involved* in search and rescue.

Who has conducted conferences too numerous to mention at all levels of government.

And who has been responsible for the membership of many governmental agencies in NASAR.

A person who is a living example of service and devotion to the welfare of others!

MR. MOSEMANN AT NASAR SPRING MEETING

LLOYD K. MOSEMANN II
DEPUTY ASSISTANT SECRETARY OF
THE AIR FORCE (LOGISTICS)

MR. LLOYD K. MOSEMANN II WAS APPOINTED DEPUTY ASSISTANT SECRETARY OF THE AIR FORCE (LOGISTICS) IN FEBRUARY 1974. HE IS RESPONSIBLE FOR AIR FORCE LOGISTICS PLANNING, SUPPLY AND MAINTENANCE MANAGEMENT, INTERNATIONAL LOGISTICS, TRANSPORTATION, CIVIL AVIATION, AND COMMUNICATIONS.

Mr. Mosemann was born on May 16, 1936, in Lancaster, Pa. He received a bachelor of arts degree in social sciences in 1957, and a master's in international relations in 1959 from the University of Chicago.

He commenced his Government career at the Navy Electronics Supply Office, Great Lakes, Ill., in 1958. During 1962 he participated in the planning for and establishment of the Defense Electronics Supply Center at Dayton, Ohio, with specific responsibility for the design of inventory management and requisition for the design of inventory management and requisition processing systems for Department of Defense management of electronic repair parts.

From 1963 to 1968, he was with the Bureau of Supplies and Accounts and its successor organization, the Naval Supply Systems Command Headquarters in Washington, D.C. During most of this period he was head of the Integrated/Retail Supply Support Branch and was instrumental in establishing Navy distribution and requirements policies and procedures for supplies obtained from other military services and government agencies, including Defense Supply Agency. He established the Navy's POSSE program to improve the accuracy and reliability of stock record keeping and the physical security and custody of material in store.

Prior to joining the staff of the Secretary of the Air Force, Mr. Mosemann served for two years (1969-70) as Deputy Chief of the Logistics Support Analysis Staff in the Department of Defense Supply Agency. In this position, his responsibilities included the conducting of Department of Defense analyses of functional logistics areas as directed by the Assistant Secretary of Defense (Installations and Logistics).

In January 1971 Mr. Mosemann was appointed Deputy for Supply and Maintenance in the Office of the Assistant Secretary of the Air Force (Installations and Logistics). In this capacity, Mr. Mosemann was instrumental in fostering a variety of programs, including innovative depot and base level maintenance cost accounting systems, and application of life cycle cost principles in systems acquisition, as well as various improvements in supply and inventory management. Also during this period, the commercial/industrial review program was stabilized and progressively implemented.

Since assuming his present position in 1974, Mr. Mosemann fostered the establishment of the Air Force Civilian Logistics Career Enhancement Program, has been instrumental in various activities to improve Air Force-wide supply availability, facilitated the sale and disposal of the White Alice communications system, and has promoted various programs to improve the readiness of the Air Force base and depot level maintenance capabilities.

Mr. Mosemann and his family reside in Oakton, Va.

NASAR's accomplishments over the past few years are becoming increasingly significant to the national interest. I would like to cite a few examples of the awareness created by the National Association on Search and Rescue.

Awareness Created by NASAR

You created an awareness to the state versus federal-agency coordination and communication problems.

You brought visibility to state versus state coordination and communications.

You added emphasis to the need to improve federal agency to federal agency coordination.

You added emphasis to training requirements of state and local governments but more importantly have encouraged and provided a framework for volunteer agencies to promulgate lifesaving techniques.

You improved the visibility of the National Search and Rescue School.

Unlike many non-profit agencies you did not just create an awareness; you did not just run up the red flag. You took positive action and did something about it. A few of the action items or accomplishments that come to mind are:

NASAR Accomplishments

Your sponsoring and conducting SAR Training Programs for state, local and volunteer organizations.

Your providing political support for the Emergency Locator Transmitter satellite program and the Emergency Response Communications Program.

You fostered state attendance at the National Search and Rescue School which ultimately increases the effectiveness of our humanitarian endeavors.

You worked the demonstration project on ATS-6 for technically advancing credibility of satellite based emergency systems and really fostered the Emergency Response Communications Program (ERCP).

You have interfaced federal agencies with state government and rid the bad taste in each other names. These accomplishments I think are tremendous and as well as a red flag you get a blue ribbon for each of these plus many I haven't mentioned.

National Imperative

The Air Force and the Coast Guard have supported you from your inception. And the Air Force will certainly continue to support you — on my watch.

I should like to chat with you today about what I shall call the National Imperative. Starting with the earliest days of the republic, I believe that one might characterize our nation as having been driven by this imperative; the imperative of life, liberty and the pursuit of happiness. There had been inculcated into our culture the Judeo-Christian concept that "man is his brother's keeper." It would be tragic if, as is evident in certain quarters of our society today, certain stratas of our society, a neglect of this imperative: the idea that No. 1 must always be first, that happiness is the aggregating of things and people and ideas to oneself rather than the flow, the exchange, and the interaction people have with one another, working to assist and to encourage and to strengthen, to build up, to enfold and protect.

Somehow when I get in the environment of you NASAR folks I get a little melancholy in a good sense. I become very much aware that there are still concepts of brotherhood that mean something — always I want to challenge folks to do more, but I better stop and thank you for what you are doing.

(Continued)

MOSEMANN Continued...

When I think of a national imperative, we must realize that since the earliest days of the republic also, the nature and the thrust of this imperative has necessarily changed, as has our technology, as has our life, as have our concepts of what liberty and happiness really represent. Today more than ever we see new alignments, we see new foci (focuses) wherein these various elements of our society come together to create new situations, to create new needs.

It's interesting, for example, to read of some of the activities of the President's Reorganization Study. The move to create a Department of Natural Resources, broad as it is with many political implications and oppositions, yet represents a new understanding of the interaction of a whole variety of resource management functions, one with another. More directly of concern to this group is the similar consideration being given to the creation and establishment of a Federal Emergency Management Agency, familiarly known as FEMA. FEMA is an interesting concept whereby there would be brought together into a single agency all the various aspects of emergency assistance ranging from the National Fire Prevention and Control Administration and the Federal Emergency Broadcast System to the Defense Civil Preparedness Agency, the Federal Disaster Assistance Administration and even Civil Defense; and, of course, a vital and integral part of all of this should be Search and Rescue. I find this an intriguing concept because it really goes a step beyond ICSAR to a more realistic appreciation of the fact that each succeeding level of emergency is, in some sense, a practice or prototype for the next higher or broader level of emergency or disaster.

SAR the Cutting Edge

I'm beginning to see the Search and Rescue effort in which we have been mutually engaged as the pointy, cutting edge of a triangle or wedge. The triangle consists at the top, of Search and Rescue; the next layer down is flood and other large scale disasters. The next level down is something even broader such as earthquakes; and, the final level would be nuclear holocaust. If you think of these four or more levels of disaster and emergency as

a part of a single integrated whole, you begin to conceive the fact that the hope of the whole, depends in a very large measure on the success or failure at that front-end of the pointy cutting edge of the triangle; that, if we are going to be successful in a nuclear holocaust, or in a major earthquake, or in a flood, you've got to be successful in the individual search and rescue efforts of saving a downed pilot or a lost hunter. (Most of us here, when we fly, fly Coach Class; yet in every one of those airplanes, there is a First Class. Now the people that ride First Class are up front and there is some sense in which they get to the other side of the country, or the next city, a little sooner than those of us sitting in the back, in Coach Class; but, a very interesting fact is that if First Class gets there, so does Coach. If Coach doesn't make it, neither does First Class.) I think in a very real sense our emergency capabilities in this country are interlocked and interwoven in a similar manner. Government, as I've indicated, is giving some thought to moving in this direction; it will take some years before we see whether or not the thrust is successful. But I would like to suggest to you today that, perhaps, it is time for NASAR to begin to think in a little broader perspective. At the very minimum, you should realize that you are a cutting edge, and to keep in mind the ties that you have to the rest of the emergency and disaster community. I know much of your leadership here is aware of this fact, and are probably better aware of it than I am, but the rank and file that are out in the communities and the states must also see this. It's each individual contribution that make a wealth of the whole.

Rippling Effect

Now I think we've gotten a good start, with NASAR and ICSAR cooperating together to sponsor the Emergency Response Communications Program (ERCP), state awareness programs, and so forth. In some sense ERCP is broader than both organizations. Yet, it is exciting to see how, on a very low key, low profile basis that you've progressed so very far in terms of bringing Emergency Response Communications to fruition or reality. That's the essence of leadership. Not to drive, or to force, or to compel, but to lead; and, by leading, opening the way, clearing the path, so that others can follow more easily.

Let me give you just a mundane example of the ripple effect of the kind of things that you all espouse. I attended my first NASAR convention a couple years ago in Nashville, and heard something for the first time that I guess a lot of you had known before, and that is the truly beneficial, warming and preservative effects of a plastic garbage bag. Not long afterwards I had occasion to take my son to a Monday night football game in Baltimore. It was raining, and it was cold, and before we left I equipped myself with a great big plastic bag. It covered my whole body, and I was as warm and as cozy as toast; I didn't look too good; as a matter of fact, my son wouldn't wear his because he said he didn't want to look so foolish. Similarly, and more seriously, the dried foods that are used in backpacking and which you espouse for certain emergency purposes. If each of our households had some significant quantity of these, and they were rotated, wouldn't that be much better than all those civil defense stockpiles that become obsolete from time to time.

Strength Through Preparedness

I wish I could tell you what to expect in the future but I can't do that. I do encourage you to extrapolate in some sense from the past. I was thinking about the history of the Air Force. How the Air Force, per se is only a little over 30 years old. President Truman signed the National Security Act of 1947, which created the Air Force, flying aboard his personal airplane, a C-54 propeller driven transport, with a top speed of 256 mph. By comparison with today's jets and Mach 2 supersonic aircraft, the C-54's don't seem like too much. However they made thousands of transoceanic crossings ladden with troupes and cargo, and, along with similarly vintage bombers and fighters, crippled the warmaking capability of one of the greatest military machines that the world has ever

(Continued)



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MOSEMANN Continued...

seen. We are fond in the Air Force of pointing to lessons that we've learned, and one of the lessons that we surely learned from World War II is the absolute necessity of strength through preparedness. We can never again afford not to be ready to meet an attack. Similarly, we need to anticipate crises and disasters of the future. In some sense I believe that they are going to be different from those in the past. I think the kind of rescues that provide challenges today, such as the individuals lost down in the mountains, are really going to become "duck soup," when we have the ELT's up in the satellites giving pinpoint information that will allow us to get immediately to the crash scene, and we have night lighting, and improved capability to pick up for our helicopters, that's gonna be "duck soup."

Young People

Somehow I feel that there are some categories of disaster that really we could give more attention to, or perhaps we don't even understand. The problem and challenge of disaster and emergency preparedness in a broad scale is that we must all attack together. I commend you for your continuous leadership in this area and challenge you to still broader horizons.

I'd like to give a little commercial here, in closing today, for an arm of the Air Force that I know you've got some familiarity with, and that's the Civil Air Patrol. There are some 64,000 aviation-minded citizens that comprise the Civil Air Patrol, which has been an official auxiliary in the United States Air Force since 1948. These people help meet local and national emergencies, they encourage the public to learn more about air and space matters, and they motivate young men and women to take leadership in service to the community. As you probably know, the CAP uses their own aircraft and equipment to provide emergency services such as search and rescue and disaster relief and civil defense. In fact, they fly 70% of all the hours flown on air search and rescue missions coordinated by our Rescue Coordination Center. They maintain a network of 19,000 radio stations that provide an invaluable backup to local and national civil defense agency communications. And most of our State Disaster Preparedness Plans consider them an integral part. . . An aspect of the Civil Air Patrol activity that you may not be aware of is the Cadet Program for teenagers. This program is designed to encourage leadership and responsible citizenship for young people thru an interest in aviation. Cadets have an opportunity to get involved in flying programs, summer encampments at Air Force bases, airship training and a variety of special courses and activities that help them increase their skills and knowledge in aerospace related subjects. Educational and flight training scholarship are also available.

This cadet program is supervised by adult members who are the backbone of the organization. It occurs to me that some of your local NASAR Chapters might give consideration to establishing programs and give young people opportunities to constructively prepare and equip themselves to not only cope individually with the outdoors and other situations that can result in emergencies, but more importantly to begin early to acquire a sense of awareness and responsibility. Not only a sense of awareness and responsibility for their fellow man, but some concrete and specific and tangible skills by which they can help.

Well, listen, it's been a real privilege to be here again, I look forward to participating in some of the workshops today and tomorrow. God bless you each.

• • •

MORE

LETTERS

NEED FOR MANTRACKING INFO

Dear Sirs:

I am writing to tell you how much I enjoyed the book distributed by your magazine. "Mantracking" by Roland Robbins. I was wondering if you could give me any more information concerning tracking such as books and pamphlets. I am particularly interested in any schools or courses offered in the United States or the world which teach mantracking as part of their curriculum. I believe this skill would be of particular use in my work as a rural law enforcement officer. Thank you for your time and trouble.

Craig Jackson
Austin, Texas

Editor — I am forwarding your request to the infamous tracking instructor Ab Taylor. It is rumored by the way that Charles Bronson is doing a movie called *BORDERLINE* about Ab.

MOUNTAIN SICKNESS TREATMENT



Dear Dennis,


I just designed the telescopic pressure chamber for Mountain Sickness treatment. It was a prototype and I can now see many possible improvements. For a short piece on this work you should contact Dr. Peter Hackett, Himalayan Rescue Association.

Hamish McInnes
Scotland

Editor — I plan to.

(Continued)

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Santa Barbara, CA 93111 Attn: SAR Dept.**

MEETING THE PSYCHOLOGICAL

NEEDS OF THE RESCUED

Use Victim's name

Building rapport is clearly a major focus. One of the strongest factors in establishing identity is use of a person's name. If the victim's name may be ascertained in advance, through family or records available, then certainly use it frequently. If this cannot be established in advance, then introductions are in order on the spot. If you introduce yourself by title, then give the victim the same courtesy. An incapacitated individual on a rock shelf today may return to the seat on the corporate Board of Directors next week. The fact that you are **Captain Lewis** or **Ranger Williams** can simultaneously inspire a bit more confidence than "just plain ole Bob." This is often a matter of unit policy or personal style. In the case of children, however, they should be addressed by their first names and the rescuer should be introduced typically by title and surname. Exercise caution in the use of nicknames. You may not want your best friend's pet nickname to become public knowledge or grist for a reporter's article later. In the same vein, making up nicknames, no matter how descriptive, may have little meaning to the victim and cause him to think that you are referring to someone else.

Identify Circumstances

Frequently, the victim may be so overcome by anxiety, pain or confusion, that he is incapable of asking any questions. In such circumstances, the rescuer can begin to provide useful information. Identifying the circumstances in which the individual is found, the welfare of family and/or friends, even the day of the week or the time of day, can help to create a sense of "back to normal."

If a procedure is about to take place which will cause pain or discomfort, prior explanation of this procedure (without emphasizing the degree of discomfort) can be useful in establishing rapport. By doing this in advance of the specific action, a new explanation regarding the next step can be in progress *during* the discomfort.

Secure Personal Belongings

Disorientation and darkness go hand in hand. Whether one is located on a night-time highway or ski slope or cave, inability to distinguish shapes, specific location and familiar surroundings generally can heighten panic or anxiety. Except for purposes of identification or diagnosis, avoid shining strong lights into the face of the victim. If general lighting is established, this will simultaneously illuminate the entire scene. If this is not part of the operation, then illuminate the face of the communicator. Parenthetically, try to shine your light full-face, rather than from below. This will avoid the eerie sensation of a masquerade. Security can also be enhanced by assuring the victim that their personal belongings will be cared for. Sometimes simply placing a man's wallet or a woman's purse in their hands will go far in this direction. If the victim wears glasses, replacement of same can have a calming effect.

Each of these phases is designed to minimize panic responses on the part of the victim. Panic, however, is not always manifest by hysterical screaming, crying or extraordinary limp movements. Panic may just as well be interpreted as paralysis or "giving up." No matter what the manifestation of panic, it is always subject to change. How often has the victim moved from hysterical screaming to quiet sobbing in the blink of an eye?

Regain Sense of Dignity

In terms used in transactional analysis, we are striving to allow the victim to function in an adult mode, rather than in a child-like posture. A recurrent concern for the rescuer is to allow the victim the opportunity to regain a sense of dignity following any form of panic response. This may be complicated by physical discomfort. If the rescuer adopts a parental stance, the victim is called upon to

respond in a child-like fashion almost automatically. When the rescuer solicits partnership, guided though it may be, a partner can evolve.

Finally, the role of the communicator is not completed when the formal aspects of the rescue are complete. Information must often be transmitted to secondary medical or transport personnel as well as sharing the events of the incident with family, friends or significant others involved in the search or rescue. At this stage, this role may be transferred to the team leader or other official spokesperson.

By developing a team member as communicator, the rescue of search group adds a new partner to its ranks . . . the victim.

Gerard W. Kaye

Development of rescue techniques has primarily focused upon the saving of life. Sophisticated equipment, team formations and systems of delivery have substantially increased the likelihood of safe and timely removal of threatening hazard. Today's victim has a better chance for survival than ever before.

The search and rescue specialist has an arsenal of equipment and material available to provide ready access for every possible contingency. Properly trained teams are able to scale cliffs, ski mountains, crossfire lines and enter substantially varied danger ones. This may be done with increasingly limited hazard to the rescuer as well as the victim. Numerous reports indicate that the major threat to a successful operation is not the impending avalanche or the angles of ascent; rather, the inability of the victim to participate in his own rescue. This inability often borders upon direct interference with the efforts being set forth.

Build Rapport

In order to combat this circumstance, the rescue will often focus on apparatus and method. Having rehearsed the use of equipment until the procedure is automatic, the rescuer is in an ideal position to focus upon the psychological condition of the victim, in order to obtain his assistance, insofar as this is possible. Obviously, the victim who is unconscious will provide the least assistance, as well as, simultaneously, the least difficulty.

It is important to remember that even the most experienced victim, such as firefighter, professional climber, diver, skier and the like, is subject to the same range of emotion as a young child lost on the ledge of a cliff. At the same time, a sought-for victim may be so unaware of his danger as to respond in the most calm and collected fashion. Therefore, the first requirement in confronting the imperiled is to ascertain their state of consciousness and their emotional attitude. While the recovery team cannot, and should not, consider their major responsibility psychological, immediate and brief intervention of this nature can save precious moments at a later point.

Whenever possible, the victim should be approached by a single member of the team rather than several people simultaneously. This helps to minimize thoughts of danger so severe that it requires the efforts of a team. The victim is frequently aware of the fact that search and rescue operations are conducted as a team effort as a matter of course. After appraising the victim of the presence of rescuers, all team members should quickly surround those in peril, in order to provide the maximum sense of security. Obviously, pre-assigned team positions help to eliminate a sense of confusion and "who does what," quickly sensed in danger circumstances. It is strongly advised that one member of the team be assigned as communicator of procedure. Prior to this step, a triage officer will evaluate priority in multiple-victim situations. Careful and confident explanation can accomplish several simultaneous goals. First, it allows other members of the team to concentrate on their

NEEDS Continued

specific functions without having to interpret, as well. Secondly, the rescued party can then focus on one individual rather than trying to catch the eye of one of several partners. This procedure will also help to divert the victim's attention from equipment and potential discomfort and will help to build a bridge based upon trust and confidence, so useful later.

Answer Honestly

In unconscious victim cases, expect the possibility of sudden consciousness. When this occurs, the presence of a single face can assist in more rapid revival.

Questions should be answered honestly and directly, but briefly. Keep in mind the age and capability of the individual concerned. Detailed and technical explanations will only tend to confuse a youngster, while simplistic responses to an alert adult will convey a patronizing attitude which may rapidly undermine any rapport sought. Everyone wants to know whether or not "We are going to make it." Aside from decisions of a medical nature, which rescue teams are often unable to formally evaluate in any case, a positive and reassuring attitude on this issue is of critical importance. Statements regarding statistics of successful rescue in like situations are often of little use. Every victim is a potential pessimist. The fact that *your team* has safely delivered in like circumstances is the important one. Don't discuss near-misses.

Since your sense of humor may widely differ from the victims', avoid the temptation toward levity. In-house jokes and off-hand comments often take on gallow humor proportions when the victim finds himself slung in a boatswain's chair or onto a fracture board. It is, likewise, important to remember that the rescuer typically knows little of the victim's background and personal history. Your ethnic funny-bone can be his heritage.

• • •

MORE LETTERS SAR SCHOOL

Dear Dennis:

On behalf of myself and the directors of the 6th Annual Nor-Cal Search and Rescue School, we wish to thank you so very much for taking time from your busy schedule to attend our school, this year.

We were also very gratified and pleased with your critique of our school. We sincerely appreciate the time and thought you put into your evaluation. It is our hope as I know it is yours — others will follow and this type of school will grow throughout our nation.

Again Dennis — thank you for your support and time — your efforts are appreciated.

Yours in search and rescue.

Edward L. Besse
1979 Search Boss.

Editor — It is time to stand up and be counted. Get behind your SAR schools and support them fully. Like NOR-CAL, they have served us faithfully for years without real support.

MORE SCENT

Gentlemen:

I am very interested in developing a Dog-SAR team. I would like the address of Sandy Bryson who wrote 2 articles in the Spring 1979 issue of *SAR Magazine*. If her address is not available, I would like to know where I can purchase her book, "Search and

Rescue Dog Training."

I would also like the address of the American Rescue Dog Association and the California Rescue Dog Association and any other agency that may help me.

Farrell P. Wilson
Asheboro, North Carolina

Editor — I am forwarding your request to these fine organizations.

RIPOFF

Dear Dennis:

I received the fall issue of *SAR Magazine* today and am sad to see that "Rescue News" is working out of state. We have been aware for sometime of their activities and under the impression that they had ceased publication. The District Attorney's of Josephine, Lincoln and Union counties, Oregon, were investigating this organization. It was my understanding that these D.A.'s shut them down. I do not have many details of the publication as we have not been able to reach them. The Oregon State Sheriffs' Association took a stand similar to that of Sheriff Pitchess at their summer meeting in June of 1978.

This is a simple overview of the situation as it existed. If you desire additional information, please feel free to call or write me.

John Olson
Oregon State SAR Coordinator

Editor — I am seeking to arrange a workshop at the next NASAR meeting to address this problem. I think a representative from the U.S. Attorney's Office would like to attend and help. Let's all start collecting evidence NOW!

THE SCENT OF IT

Sir:

I need help!! Can you please send me the address of someone who is affiliated with the National Police Bloodhound Assoc.

I am a police officer (K-9) who is trying to find information and statistics in regards to Bloodhounds in police work. Any letters that I have written in the past have never been answered, and I have been assigned to research and report on possibility of our department obtaining a bloodhound. If you could send me an address or forward this note, it would be greatly appreciated.

Rick Foster
Woodbridge, Virginia

Editor — I am forwarding this to Lena Reed, *Bloodhound*, author for help.

Dear Mr. Kelley:

The April issue of *CAP News* contains an article on ELT DFing by Lt. Col. Robert Mattson of CAP National Headquarters giving me credit for its content. Col. Mattson took this information from a newsletter I publish for my Squadron members.

Several months ago I started publishing this newsletter for my squadron. About 40 copies are distributed to these members for internal training purposes. Copies are also sent to my Wing Headquarters and to CAP National for Information Officer report purposes. Because of the length of the article I serialized it into several issues. Credit was given to Mr. Bruce Gordon and *Search and Rescue Magazine* in the first issue and none there after. The reason was my squadron people are well aware Mr. Gordon wrote the article and you published it.

I had no reason to believe anyone would take this limited distribution and expand it. I don't blame Col. Mattson for reprinting the article, I wish he could reprint the whole thing. It is the best I have read on the subject. I just wish he could credit that outstanding person, Mr. Bruce Gordon.

Sincerely,
Edwin T. Howard, Jr.
St. Louis, Missouri (Continued)

BUSH ON SAR

Stan G. Bush
President CSRB

CONSIDERATIONS FOR IMPLEMENTING A SEARCH

Available to law enforcement personnel in Colorado are over 50 search and rescue (SAR) units with capabilities ranging from regular search techniques to search dogs, communications units, man trackers, mountain rescue and many others.

They can be contacted directly through the Board at 794-2304 or via the Littleton Police Department at 794-1551. They work under the jurisdiction of the requesting agency and will provide a highly trained mission coordinator if requested. They also have a state-wide Emergency Operations Center (EOC) in Littleton that is activated on all major operations. When activated, the number at the EOC is 798-2827.

All Board personnel work without charge and have their own food and field equipment. They are willing to respond at any time to any location to search for missing persons or to do rescue work. With some exceptions, teams comprising the Board do not participate in incidents where a lethal situation might exist. (i.e. manhunts for escaped criminals, SWAT operations, etc.)

Many counties have their own SAR teams and can effectively handle situations. However, the board is available to augment these teams or provide SAR personnel to counties that do not have their own unit. They will not respond unless requested by the proper authority. (Member of a sheriff's department, policy department, etc.)

There are two critical areas to consider in a search. First, the urgent need to contact Board teams as rapidly as possible. Second, the procedures to follow before teams arrive and how to help the teams in the management of the search.

CONTACT

Board teams are highly victim oriented. They would much prefer to receive an immediate call as soon as the need for a search is identified; mobilize and respond. They do NOT mind making such a response only to find that the missing person has been located. This is far better than waiting several hours while limited searching is being done by department members and then calling the teams.

A small child, lost in residential or open country, can travel at up to 5 miles per hour. The teams are all composed of volunteers who have to be contacted, get off of work, assemble and respond. Response time, generally, is about one hour. If a team is called at once the area to be searched is, thus, about 75 square miles. If a department searches for, say, 2 hours and then calls for SAR teams the area that must be searched after the teams arrive will be about 700 square miles !!

SEARCH MANAGEMENT

The 'first in' officer can be of immense assistance to SAR units in the following ways.

1. Acquire as much information about the missing person as possible. Not only description and clothing, but also behavior patterns, possible problems, items carried, etc.
2. Acquire and preserve scent articles for the search dogs.
3. Do NOT presume that the home of the missing person has been adequately checked. Friends or relatives may have 'checked' but the officer should do a careful search of the immediate area. (Children have been found this way under beds and even on closet shelves!)
4. If tracks are identified, secure the area around them.
5. Contact friends, relatives, children's teachers, etc. for information.
6. Select a site for a command post that has sufficient area for parking search team cars with, hopefully, access to a telephone, rest rooms, and a small shelter area where search maps can be employed. Ideally, the site will also have room for the landing of a helicopter.

7. If the command post is not at the last seen point, or home, make sure that someone remains at home in case the missing person returns or calls.
8. In open country very strongly encourage friends and relatives NOT to search themselves — they, too, may become lost. They will also be needed by the search teams for additional information. If they are out searching in one area and the missing person is found in another it prolongs the reunion.

As the teams arrive some of the above activities will continue. In addition, officers from the department can assist in the following ways:

1. Make it clear to the search teams as to who is in command. (i.e. a particular deputy sheriff, Board Mission Coordinator, etc.) This person in command should remain at the command post.
2. Brief team leaders on what has been done, information acquired, and what activities are being conducted. (i.e. patrol cars searching specific streets or shopping centers.)
3. Provide the legal authority for the search teams to the limits deemed necessary.
4. Provide security for the command post and general base camp area if needed on major missions or in terrain where vehicle access is limited.
5. Continue with the 'investigative' aspects of the mission. (SAR teams always presume foul play until shown otherwise. The department calling them is the best prepared to pursue this approach.)
6. Make sure that all information about the mission is available to the coordinator.
7. Handle public relations relating to the mission or delegate this responsibility as appropriate.

These are general considerations. Departments involved in numerous SAR incidents are encouraged to have their personnel — particularly command personnel — take a training course in 'Managing the Search Function' that is available through the Board. There are three courses available. A two hour briefing, an all day workshop and an 100 hour intense course.

Here are some check sheets (still in developmental form) for a major mission. I hope you all will try them out so that we can get good input before putting them in final print form?

Developed from the 6 month Mission Coordinator workshop conducted by the Colorado Search and Rescue Board.

Stan Bush
Colorado SAR Board

FIRST CALL

Authority for mission
Nature of incident
Reporting source
Last seen point or location
Call back number-name and location of contact
How long missing or since onset of incident
Subject information — age, condition, etc.
Weather at site and en route
Terrain and special considerations
Who will be mission coordinator
Actions already taken
Current status — personnel involved, etc.
Topographic maps needed — coordinates
Is a base of operations established
Will unusual skills or equipment be needed
Communications available
Should CSRB EOC be notified
Urgency of the Mission

RESPONSE

Number to respond
Teams to respond
Speed of response

(Continued)

- Assembly sites
- Equipment needed
- Type of marking (flagging) en route
- Best route
- Base camp location
- Mission coordinator

MISSION COORDINATOR

- Delegation of duties as needed
- Weather updates
- Mission log
- Authority to operate and scope of authority
- Manpower allocations
- Degree of urgency
- In-town coordination — CSRB EOC activated
- Escalation — when
- Relief for searchers
- Long term planning
- Press relations
- Search strategy and techniques
- Containment
- Terrain features and hazards
- What has been done
- All personnel in the area
- Review meetings — area covered — effectiveness — clue evaluation
- Termination — permission — clean up — notification — all out of field.

BASE CAMP

- Command Post
- Parking and traffic control
- Assembly — staging area
- Briefing area
- Equipment area — storage — security
- Communications section
- Landing Zone for helicopters
- Plotting section
- Press area
- Rest area
- Check out and check in
- Accessible location
- Feeding and welfare
- Development of sub bases

OPERATIONS — A

Communications —

- Radio log
- Proper radio operations
- Radio assignments-number assignments
- All frequencies grouped in base

Plot —

- Master map
- Assignments
- Areas covered
- Extent of coverage (%)
- Team numbers
- Team check out and check in
- Log clues sighted
- Recheck coverage
- Map issue and accountability

Intelligence —

- Someone at home or w/relatives in town
- Friend and relative information
- General and specific information
- Vehicle information
- Involvement of authorities
- Data collection
- Victim profile
- Multiple questioning

OPERATIONS — B

Briefing —

- Emergency return direction
- Subject information
- Route information
- Type of searching
- Return time
- Radio communications and numbers
- Team numbers
- Area to be covered
- Special Assignments
- Gear needed
- Location of other teams

Debriefing —

- Coverage
- Thoroughness
- Clues found
- Hazards located — need special team
- Evaluation — "guesses"

Air Operations —

- Air/Ground interface - How
- Landing same
- Effective helicopter use
- Fuel
- Air Drops
- Search areas and patterns

TEAM FLOW CHART

Arrival

- Check IN — capabilities
 - equipment - field and base
 - radios - frequencies - range
 - how long able to stay

Staging - establish camp

Assignment - team leaders ONLY

Briefing - for Team members

Check out to search

Field Operations - search for CLUES

Check in from search

Debriefing of team

Report to Command Post

Staging Area

- Repeat as needed

Final debriefing

Gear accountability

Sign OUT of base camp

Departure

SUPPORT

Stand-by medical team in base camp

Identify base camp - fire, light, flag, etc.

Logistics —

- | | |
|------------------|-------------------|
| — Food | — Rest Rooms |
| — Lodging | — Parking |
| — Security | — Equipment cache |
| — Emergency Care | — Transportation |
| — Fuel | |

Support —

- | | |
|-----------------|----------------------|
| — Radio (ARES) | — Volunteers of site |
| — CSRB EOC | — Motorcycle groups |
| — Horses | — FWD units |
| — Mountain Bell | — Public Service Co. |
| — Federal Units | — Weather service |

Special Teams—

- | | |
|---------------|------------------|
| — Mine | — Cave |
| — Dogs | — Trackers |
| — Rock rescue | — Ice and winter |
| — Avalanche | — Snowmobile |

Relay of Emergency Supplies

Route to nearest medical facility

Ground back-up for Air Operations

NEWS AND RUMORS

SAR SURVIVORS LEGISLATION

News from the office of

**Congressman Steve Neal
5th District, North Carolina**

WASHINGTON — The House of Representatives has passed an amendment which would make the dependent survivors of rescue squad members killed in line of duty eligible for the same \$50,000 death benefit available to firemen and policemen.

The amendment, offered by Rep. Steve Neal, D-N.C., was tacked onto the Law Enforcement Assistance Administration (LEAA) authorization bill, eliminating the need to consider a separate bill Neal had introduced on the subject. The LEAA administers the death benefits.

In arguing for the amendment, Neal contended that when many members voted for the original death benefits bill in 1976, they believed rescue squad members were to be included. However, LEAA regulations make the benefits available to rescue squad members only if they were engaged in actual fire suppression at the time of injury resulting in death.

Citing the many other activities of rescue units, Neal contended they are frequently exposed to danger rivaling that of firemen and policemen. Among their more commonly known activities are emergency medical treatment and first aid, ambulance service, rescue of persons trapped in wrecked vehicles or burning buildings, and searching for drowning victims.

"Obviously, rescue squad members will continue to face these dangers, because it is part of their job," Neal said. "But when other public officers face the same kind of situations, they have the protection of the death benefits act. Providing it for members of non-profit rescue squads is a matter of equity."

Because the provision was not in the version of the bill which passed the Senate, it must now be approved by the Conference Committee which will work out differences between the House and Senate bills. Conferees from the House of Representatives are Chairman Peter Rodino, Jr., D-N.J., Robert Kastenmeier, D-Wis., George E. Danielson, D-Cal., Lamar Gudger, D-N.C., Romano L. Mazzoli, D-Ky., Sam B. Hall, Jr., D-Tex., Henry Hyde, R-Ill., Robert McClory, R-Ill., and John Ashbrook, R-Ohio. Senate conferees are Chairman Edward Kennedy, D-Mass., Max Baucus, D-Mont., Dennis DeConcini, D-Ariz., Joseph Biden, Jr., D-Del., Howell Heflin, D-Ala., Strom Thurmond, R-S.C., Paul Laxalt, R-Nev., Thad Cochran, R-Miss., and Robert Dole, R-Kans.

FIREMEN LOOK SHARP — BUT ON THE WRONG CAR

From the Washington Post — Sun. Oct. 14, 1979

WASHINGTON—Members of a Virginia volunteer fire department were so proud of their new \$6,000 tool that they held a special demonstration Saturday to show how it could quickly cut into an automobile to rescue people trapped in wrecks.

As a crowd of 40 looked on, two members of the Burke Volunteer Fire Department in Fairfax County quickly ripped a door from a 1969 Buick parked near their fire station. Then they pulled the car's steering wheel through a windshield and knocked out the windows.

At that point, a voice cried out, "Hey, what have you done to my car?"

"The guy was very hostile," one onlooker said. "Actually, he was livid."

Bill Burris, president of the fire department, later admitted that the firemen, in their enthusiasm, had cut up the wrong car.

"It was just a mistake," Burris said, but he refused to name the man whose car was destroyed.

Burris said the department would reimburse the car's owner.

"It's just a mistake. It's just a mistake," he kept saying.

SUSPENDED MANEUVERING SYSTEM

A versatile, multimission flying fire engine or aerial rescue vehicle called SMS, for suspended maneuvering system, has been developed by McDonnell Douglas Corporation. SMS can deploy fire fighting, disaster, or medical personnel and equipment to remote areas or hazardous sites that might be difficult or impossible to reach by conventional means.

The SMS, when suspended from a helicopter by a 1000-foot cable, can maneuver 160 feet in any direction independently of the helicopter. The advanced attitude control system is directed by an on-board operator, or it may be operated remotely. This independent lateral maneuvering capability enables the helicopter to stay out of air currents, thermals, or smoke at the emergency site.

The prototype SMS contains a 7 by 8 foot platform and weighs about 2500 pounds. It can transport four to eight fully equipped firemen or paramedics, and has rescue capabilities for up to sixteen individuals. SMS crewmen use a propulsion and control system built into the vehicle to maneuver it to their destination. A conventional 300 horsepower aircraft engine drives a 36-inch fan to deliver air to four controllable nozzles, similar to those used on vertical takeoff and landing aircraft, mounted on the corners of the vehicle. A communications system keeps the SMS operator in contact with the helicopter pilot, and a television system displays to the helicopter pilot the same view that the SMS operator sees, facilitating coordination.

Interchangeable mission modules can be attached to the SMS, enabling the responsible agency or department to conduct emergency operations such as fighting skyscraper fires, rescuing flood and earthquake victims, assisting oil rig personnel at sea, or deploying medical teams to disaster scenes.

In its first public demonstration in August 1978, the SMS successfully rescued simulated casualties from a steep, inaccessible ravine on the Mayberry branch of the Warrior river near Birmingham, Alabama. Carrying a crew of paramedics, the SMS was lowered into the ravine by helicopter, where it maneuvered under its own power to help rescue the simulated casualties.

The suspended maneuvering system stems from McDonnell Douglas studies of applications by technologies developed in aerospace control system research. The company began evaluating the suspended maneuvering system concept in early 1976, after encouragement by national fire and rescue officials.

(Continued)

MAYOR JANE BYRNE OF CHICAGO gets a lesson in operating the McDonnell Douglas flying fire engine which the City of Chicago plans to operate on an experimental basis. Suspended from a helicopter, the vehicle, called the Suspended Maneuvering System, can deliver firemen to and rescue victims from high-rise buildings and inaccessible terrain. Mayor Byrne said: "It is a credit to the Chicago Fire Department that it was chosen to test this equipment. I am pleased that McDonnell Douglas thinks so highly of the caliber of personnel we have here in the Chicago department." Coaching the Mayor during a recent demonstration at Meigs Field on the Chicago Lakefront is John Rychlewski, SMS operator, and Peter Simmons, right, program manager for the McDonnell Douglas vehicle. At left is Chicago Fire Commissioner Richard Albrecht.

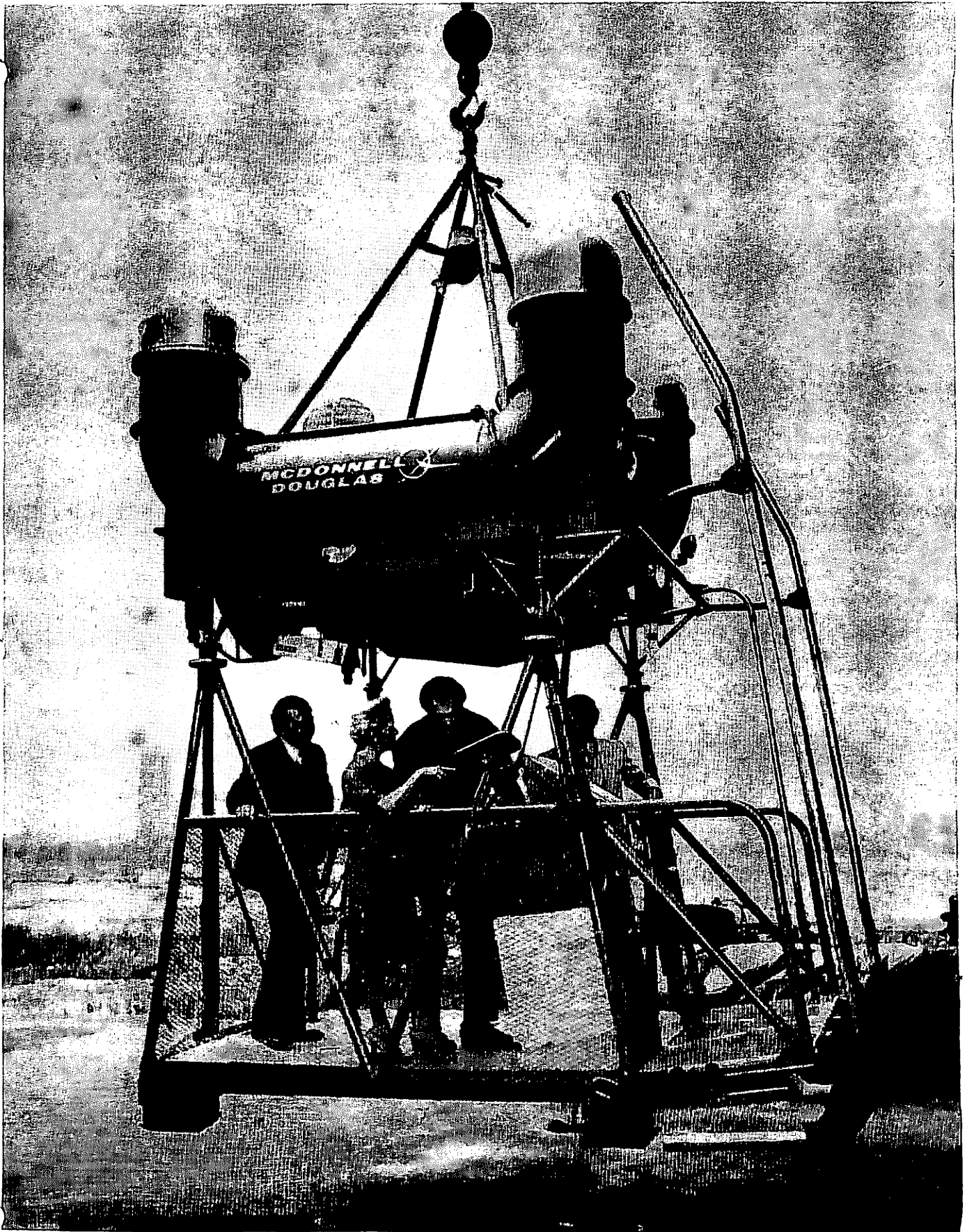
Externation Relations Department

McDonnell Douglas Corporation

Post Office Box 516

St. Louis, Missouri 93166

August 27, 1979



SUSPENDED MANEUVERING SYSTEM

MORE

LETTERS

ON THE AIR

Dear Dennis

Our letter is to ask all SAR units out there for some considerations for a nationwide universal SAR frequency plan for each team's radio system, of which every SAR organization should have.

In looking through our issues of frequency directories, I find that most SAR teams use the Special Emergency frequency 155.16 MHz. We would like to see the SAR world adopt 155.16 as the universal SAR frequency.

In addition, we would like to see the furtherance of the adoption of the Special Emergency frequency 47.50 MHz as the national Explorer SAR frequency, of which most ESAR units presently use.

In addition to the use of the two frequencies above as a primary frequency for your system, I suggest the use of 155.22 and 47.46 MHz, for high- and low-band, respectively, as a secondary or alternate frequency, for use when your main channel is busy, as could be in an emergency.

In addition to having a main VHF-FM radio system, it is a good idea to have some capabilities on the aeronautical SAR and possibly the marine frequencies. The aero SAR frequencies are: 121.5, emergency; 122.9, multicom/SAR (actual practice missions); and 123.1, actual missions only. The marine frequencies, which you may want if you operate near a lake or the ocean, are: 156.8, emergency; and one working frequency, preferably 156.425. Applications for aero SAR licenses should be filed on FCC Form 406, and marine on FCC Form 508. The aero frequency 121.6 is available for ELT test use during drills and practice missions.

Another course of frequencies for your system is the General Mobile Radio Service (GMRS, or Class A "CB"). This is a UHF-FM system, in which you may utilize repeaters to extend your mobile communicating range. Applications should be on FCC Form 400. This is the same form used to apply for the Special Emergency frequencies.

If your unit assists the local fire department much, it might be well to include their frequency in your system, or at least the fire mutual assist frequency, 154.28. You'll need a letter of support from the fire department submitted with your FCC application form; again FCC Form 400 is used.

Along the same lines, if you assist the police often, you might try getting them to allow your system to include their frequency. You'll have to get a letter from the police agency involved, stating that they are allowing your group to operate your mobile units off their own license, as the FCC won't issue police licenses to anything but government agencies.

Now that the main point is out of the way, let me ask you to write a letter to the FCC in protest of the use of the Special Emergency frequencies for school busses. This is an aggravating situation for us using these frequencies. Why the FCC put them here instead of in the Business of Land Transportation services, I'll never know. But it causes chaos if you're within several hundred miles or closer to a school system using your frequency.

In closing, let me list our current frequency plan for your information:

Primary, 155.16; secondary, 155.22; aero SAR, 121.5, 122.9, and 123.1; marine, 156.8 and 156.425; Winamac fire dept., 155.25; Rochester fire dept., 154.235; fire mutual aid, 154.28; GMRS, 462.55 & 467.55 (reserved); 47.50 (reserved). Of course, we rely very heavily on amateur ("ham") radio, and to a very limited extent on "CB".

Also, as a hint to avoid paying an arm and a leg for radio gear, buy it surplus. There are several outlets which sell used commercial VHF-FM and UHF-FM base, mobile, and portable equipment for

very nice prices, compared to buying brand new radios. A typical mobile will run around \$100 or less.

If anyone has questions, comments, suggestions, or whatever, feel free to write us at: PULASKI CO. SEARCH AND RESCUE.

For University in SAR

Jeff E. Howell, EMT-A, Director
Pulaski County Search & Rescue

Editor — This is excellent. There are numerous persons in SAR concerned with this. I think you should contact Rick Goodman on our Advisory Committee regarding the future.

30 — 30 — 30

Dear Dennis:

I was going to write about a recent mission. I was also considering an article about a revolutionary DF (direction finding) device that is inexpensive and terribly effective.

Everyone wants to read about a team rushing to the field with tons of equipment and saving lives. And, of course, after all is said and done, I could put on the colored glasses and say what a great mission it was.

Too bad no one survived the impact in the plane crash.

So what took place was just "another mission."

However recently I have been reading — not of the missions others write about, but the many papers and books that have piled up in my "SAR den."

There's a "Mountain Search for The Lost Victim," and Kearney's tracking book. And the myriad of NASAR papers and the terrific writings of Stan Bush in Colorado.

There's the new NASAR joint operations books, and the National Park Service SMC course. Gee there's that Civil Air Patrol emergency services manual, the FAA Air Traffic Control book and the aircraft accident investigation book.

And there are books that would take inches of type to list — listed in the NASAR resource guide.

So I have been asking folks — locally and around the country — have you read Bob's new book, or this, or that new book?

Response: "Well, no I just haven't gotten around to it."

But you're a search coordinator and you're on call... What if this book could save the life of your next mission victim?

"That's a big IF, besides, this is the way we've always done it, we'll get around to updating soon, and besides, how do I know this stuff works?"

HOW DO YOU KNOW IT WON'T!

After reading the NASAR joint operations books (two volumes) I was estatic. These two volumes contain a compendium of **STATE-OF-THE-ART SAR!** Not just drivel from someone who today has a better idea, but solid working, useable stuff — material that can save lives.

LOCAL RESPONSE: "It's not in our SOP." "The Sheriff doesn't like to change poolicies." "Who are these people, NASAR, anyway." "We found the target, didn't we." "why change" and the best response: "I don't understand it, and we **WILL NOT** use it!" Great.

There is an unwritten responsibility — when people are depending on you as a group or as an SMC, they want your best. **LIVES DEPEND ON IT!** Why short change someone.. kill them if I might say it, because YOU didn't want to listen to something new.

And, if saving lives is not your prime motivational force, **WHAT ARE YOU DOING.** . . endangering lives of the crews you send or fly with?

Oh, well. . . this recent mission we were on, a real big one. There was this plane, see, and it took off into a snow storm and, well, there were hundreds of people looking and, gee, it was exciting, and

Jerry Wellman
Civil Air Patrol, Utah Wing
Salt Lake City, Utah

LAVALLA ON SAR

WASHINGTON STATE LEGISLATURE ENACTS NEW SAR LEGISLATION PACKAGE

The 1979 Washington State Legislature enacted a progressive SAR legislation package that placed into law much of the state's SAR program that evolved mostly by custom or policy. The signing of House Bill 527 by Governor Dixy Lee Ray on June 25, 1979, culminated a two year effort by the entire state SAR community to clarify and legalize Washington State's SAR program.

Before House Bill 527 came into being, the state's SAR program was based solely on several paragraphs within the state Emergency Service (Civil Defense) Law. Basically, the law provided for the function of ground SAR coordination within the state DES office and also provided for insurance coverage of volunteer workers for injury, death, and property loss or damage.

As SAR activities increased, and as the state SAR program by necessity grew, many questions and concerns began to emerge. Questions dealing with jurisdictions, responsibilities, definitions, claims, monies, policies could not be answered clearly by law. The

first draft of the proposed legislation became almost a "laundry list" of identified problem areas.

Over the next two years, this "list" was discussed, cussed, massaged, modified, streamlined and re-worked by the SAR community. The legislature itself did the same and finally after months of hearings, debates, and meeting and greeting, a consensus was established and the bill passed.

Highlights include:

1. A definition of search and rescue that states: "Search and rescue means the acts of searching for, rescuing, or recovering by means of ground, marine, or air activity any person who becomes lost, injured, or is killed while outdoors or as a result of a natural or man-made disaster, including instances involving searches for downed aircraft when ground personnel are used."
2. A definition of what kinds of compensation volunteers may receive: "To provide a means of compensating emergency service workers who may suffer any injury, as herein defined, or death; who suffer economic harm including personal property damage or loss; or who incur expenses for transportation, telephone or other methods of communication, and the use of personal supplies as a result of participation in emergency services. . . ."

(Continued)



GOV. DIXY LEE RAY SIGNING HB 527

(Pictured from left to right are: Bill Closner, Sheriff, Skamania County; Bill Jones, Washington Mountain Rescue; Bob Barrett, Sheriff, Kittitas County; Randy Hamilton, SAR Deputy, Lewis County; Betty McClelland, Director Washington State DES; Rick LaValla, Washington State SAR Coordinator; Bill Robinson, Seattle Mountain Rescue; Jeanne Massingham, Lewis County

DES; Skip Skoffel, Chelan County DES; Blaine Price, King County SAR Council; Lou Ann Pederson, Cowlitz County DES; Adele Smith, Washington ESAR; Lee Hahn, SAR Deputy, King County; Gary Burke, National Ski Patrol; Bob Say, Kittitas Co. SAR; Ed Chow, Deputy Director State DES; Snowshoe Thompson's Mother, and Gov. Ray (seated).

LAVALLA Continued...

3. A clear responsibility for public education: "To provide programs, with intergovernmental cooperation to educate and train the public to be prepared for emergencies."
4. A section that clearly defines local responsibilities and authorities: "(1) The chief law enforcement officer of each political subdivision shall be responsible for local search and rescue activities. Operation of search and rescue activities shall be in accordance with state and local operations plans adopted by the elected governing body of each local political subdivision. The local emergency services of all search and rescue missions. The local director of emergency services shall work in a coordinating capacity directly supporting all search and rescue activities in that political subdivision and in registering emergency services search and rescue workers for employee status under RCW 38.52.060. The chief law enforcement officer of each political subdivision may restrict

access to a specific search and rescue area to persons authorized by him. Access shall be restricted only for the period of time necessary to accomplish the search and rescue mission. No authorized person shall interfere with a search and rescue mission.

(2) When search and rescue activities result in the discovery of a deceased person or search and rescue workers assist in the recovery of human remains, the chief law enforcement officer of the political subdivision shall insure compliance with chapter 68.08 RCW (state coroner's law)."

5. A dedicated SAR fund was created specifically for the purposes of compensation search and rescue volunteers as per highlight #2. Amount appropriated for two years is \$55,000.00.

A copy of the legislation and other information is available by writing to: Washington State Dept. of Emergency Services, 4220 E. Martin Way, Olympia, Wash. 98504.

(Continued)



Gov. Dixy Lee Ray receiving NASAR's Honorary Angel's of High Lonesome Award. Presented by Betty McClelland, Director,

Washington State Department of Emergency Services, and Rick LaValla, State SAR Coordinator.

"RECKLESS DISREGARD??"

The State Search and Rescue program, resources, and the many volunteer organizations, are oriented to responding to the many emergencies that can and do occur wherein lives and property are at risk; ranging from the wilderness emergency to a natural or man-caused disaster.

The spectrum of people involved in this humanitarian effort would prefer that the question of "Reckless Disregard" not be a part of any legislative effort to improve search and rescue response.

If Section 5 was to remain as part of the bill, it could lead to future problems in the search and rescue response. The search and rescue community does not care to debate how a person came into peril. We should be more concerned about delivering the best rescue resources and quality of care possible, rather than debate whether or not a person should be rescued because of a "reckless disregard" issue.

We should also consider the impact this issue could have on outdoor recreation. Current search and rescue missions are categorized according to the activity the person was doing at the time of incident: (i.e. climber, fisherman, hiker, hunter, motor equipment, aircraft, winter sports, water sports/boating, etc.).

Any type of recreation endeavor has its "inherent dangers" which can only be over-come by experience, knowledge, and judgment. People having no knowledge or experience of a particular outdoor sport may be quick to criticize some of the potential dangers and are equally quick to attach the label of "reckless disregard" to anyone who participates. A novice or a non-participant will certainly view this concept differently than one who is knowledgeable about outdoor recreation.

Examples:

Mountain climbers face certain obstacles as an inherent part of their sport which can be safely negotiated by experience, common sense.

Hunters will often take advantage of a bad weather front because the game is moving (reckless disregard?).

White water enthusiasts will float rivers at times of the year that others may question (reckless disregard?).

Hikers are often times caught by bad weather and are not equipped.

Fishermen, boaters, water skiers often times do not wear lifejackets (reckless disregard?).

Snowmobilers, jeepers, and other off the road motor recreationalists drive into wilderness areas ill-prepared with proper clothing, survival gear, spare parts (reckless disregard?).

The state search and rescue statistics show that the biggest problem is that our modern urban dweller cannot cope with backcountry weather changes, terrain, etc. (reckless disregard?).

Hopefully, the question of reckless disregard can be eliminated and we can focus on the issue at hand, which is developing better search and rescue response state-wide.

Rick LaValla
Washington State SAR
Coordinator


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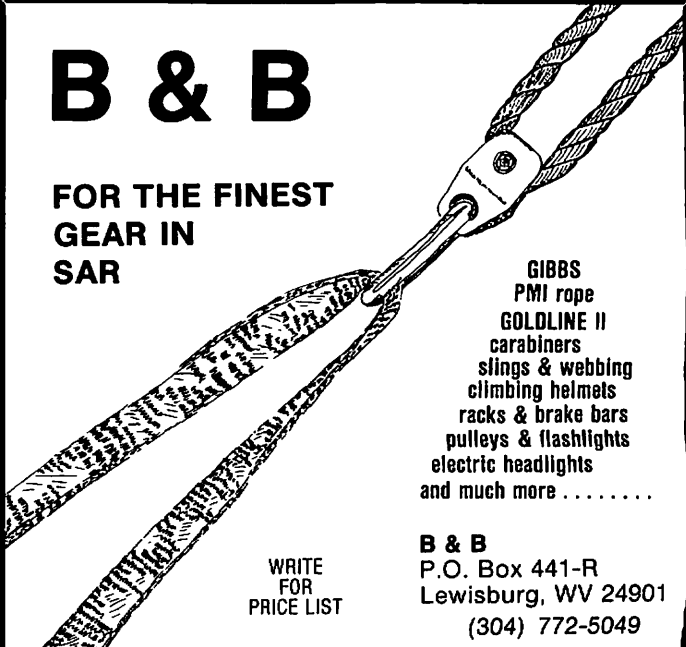
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LAVALLA Continued.....

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(Serves in dual capacity unless otherwise stated)

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Mr. Daniel W. Warren III
Plans Specialist
Support Systems Division
DCPA Region One
Federal Regional Center
Maynard, Massachusetts 01754
Backup: Mr. Robert J. Herrin
Support Systems Division

Area Code: 617/897-9381
Ext. 343
Autovon: 881-1670 Ext. 343

REGION TWO

Mr. Joseph Mealy (Acting for SAR) Area Code: 301/926-5544
Deputy Director Autovon: 725-1620 Ext. 5544
DCPA Region Two
Federal Regional Center
Olney, Maryland 20832
Mr. A. Thomas Jackson (SARDA) Area Code: 301/926-5546
Regional Field Officer, Plans Autovon: 725-1620 Ext. 5546
Support Systems Office

REGION THREE

Mr. Bobby J. Blalock (SAR) Area Code: 912/226-1761
Chief State and Local Readiness Div. Ext. 355
DCPA Region Three Autovon: 434-1994 Ext. 355
Federal Regional Center
Thomasville, Georgia 31792
Mr. A. Young Brown (SARDA) Area Code: 912/226-1761
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Support Systems Division Autovon: 434-1994 Ext. 360

REGION FOUR

Mr. Rickey Anthony Area Code: 616/968-8142
Regional Field Officer, Plans Ext. 6033
DCPA Region Four Autovon: 369-6033
Federal Center
Battle Creek, Michigan 49016

REGION FIVE

Mr. Perry L. Sebastian Area Code: 817/387-5811
Regional Field Officer, Systems Ext. 231
Systems and Plans Division Autovon: 962-9231
DCPA Region Five
Federal Regional Center
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REGION SIX

Mr. Harold J. Peterson Area Code: 303/234-2553
Regional Field Specialist Autovon: 887-1692
DCPA Region Six
Regional Field Center, Bldg. 710
Denver, Colorado 80225

REGION SEVEN

Mr. Donald C. Schroder Area Code: 707/525-4381
Regional Field Specialist, Plans Autovon: 462-4381
Support Systems Division
DCPA Region Seven
P.O. Box 7287
Santa Rosa, California 95401

REGION EIGHT

Mr. William L. Brown Area Code: 206/486-0721
Chief, Support Systems Division Ext. 334
DCPA Region Eight Autovon: 891-1541 Ext. 334
Federal Regional Center
Bothell, Washington 98011

• • •

MORE NEWS & RUMORS

FIREMEN BRING A HOSE TO BEAR on a blaze in a high-rise structure in a demonstration of the McDonnell Douglas Suspended Maneuvering System (SMS) at Sacramento, California. The SMS, suspended from a helicopter on a 1000-ft cable, has its own propulsion system that enables it to dock against buildings to deliver fire fighters or to remove persons trapped in flames.

(Color photo available on request by calling Ray Deffry at 314-232-5911 or writing to: External Relations Department, McDonnell Douglas Corporation, P.O. Box 516, St. Louis, MO 63166.)

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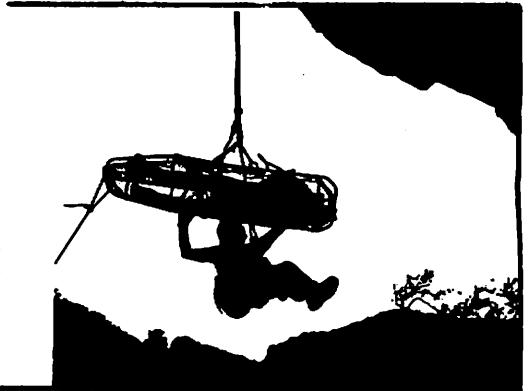
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