

March 2004
A Special Edition
for the LZ Class

THE SCOOP

LANDING ZONE SAFETY CLASS

The Monthly Newsletter of The Motorcycle Special Events Team of Texas

The 2004 Landing Zone Safety Training Class Saturday the 14th began like any other Valentine's Day would have in the past, expect for the inch of snow on the ground in Central Texas. The last time Central Texas had any snowfall that accumulated and stuck was 1985. I for one was concerned the class would not make due to inclement weather. As people began to arrive shortly before 8 a.m. for a class scheduled to begin at 9 a.m., I quickly dismissed that concern.

Texas Department of Public Safety was the first helicopter to land. The parking lot was still very wet from the snow of the night before. The powerful turbo on the Eurocopter AS 350 kicked up a great deal of water and seemed to find every bit of ice that remained on the ground. It was very interesting to watch the pilot dust the area before setting down.

Next to come in was the STAR Flight EC 135. DPS pretty much cleaned up any water and ice on the ground in the few minutes it took them to set down. When SF1 came in it was a fairly dry spot. TCSAR (Travis County Search and Rescue) came out with several of the K-9 members to watch the helicopters land and to watch the K-9's reactions to them. All pups there did very well. With two ships on the ground the class began. STAT Air and Critical Air landed while the class was in session, but were there for the walk thru.

From the Office of the President of MSET-TX, Dan Ogilvie:

On behalf of the Motorcycle Special Events I would like to thank ALL those who attended the class this year and helped make it the most successful class to date.

Despite the snow that remained on the ground from overnight winter precipitation, folks managed to get through without many problems. The foreign substance called snow, rapidly turned to water as the sun warmed the beautiful Central Texas morning. Four helicopters made the trip in: Texas Department of Public Safety, Critical Air San Marcos, STAT Air from Georgetown base, and STAR Flight. They occupied a great deal of space this year and we would like to utilize more next year. The class was informative as always and we had folks from The Parks and Wildlife Agency, Austin Park Police and the Round Rock Volunteer Fire Department (who helped us set up the larger LZ with their cars and personnel), Travis County Search and Rescue with their K-9 members, Travis County REACT, Travis County ARES, Williamson County Ares, and all of the other Ham radio people, and even a Squadron of Civil Air Patrol cadets. It was great to see so many people with different backgrounds and experiences coming together for this event.

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A very Special Thanks to the
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TEXAS DEPARTMENT OF PUBLIC SAFETY



American Eurocopter AS 350B2

This is the newest helicopter in the D.P.S. fleet. This helicopter has a 30 million candle power "Night Sun", FLIR thermal imager, Global Positioning System, a patient litter for medical transports, police radios, and long line / water rescue gear.

The Aircraft Section has the responsibility of providing police officer/ pilots and aircraft for immediate utilization of all divisions of the Texas Department of Public Safety, as well as local law enforcement agencies in all areas of the state.

In order to maintain optimum response time for this unit's personnel and aircraft, the state has been divided into seven geographical areas of responsibility.

The primary mission of these aircraft is as follows:

Helicopters: Search and rescue operations, manhunts, domestic marijuana eradication programs, medical emergencies, searches for stolen property, and transportation and deployment of criminal assault teams.



VISIT OUR WEB SITE:
WWW.MSET-TX.ORG
FOR A CALENDAR OF EVENTS
AND MORE INFORMATION
ABOUT THE TEAM

Travis County REACT Team 3022

The **Bicentennial Team** was chartered July 4, 1976. We are an *ALL-VOLUNTEER*, Unincorporated Non-Profit, 501(c)(3) Association dedicated to providing public service and emergency communications to our community. While we no longer officially monitor CB channel 9 for emergencies, we DO monitor other designated emergency channels on various bands, including General Mobile Radio Service (UHF band) and Amateur Radio, and are also licensed to operate in the Private Land Mobile Radio Service.

We are also affiliated with the American Radio Relay League (ARRL) as a Special Services Club due to a high level of our members being licensed Amateur operators and being individual members of ARRL and ARES as well as *REACT*. Our meetings are held on the 4th Monday of each month, at 7:30 p.m. at the Denny's Restaurant on Burnet Rd., 1/2-block south of Anderson Lane. Anyone interested in emergency communications is welcome to attend any of our meetings whether you are already a radio operator or not.

Made
on a
Power
Mac

THE SCOOP SPECIAL EDITION LZ CLASS

THE MOTORCYCLE SPECIAL EVENTS TEAM OF TEXAS
IS A NONPROFIT COMMUNITY SERVICE ORGANIZATION
UNDER SECTION 501 C 3. CONTRIBUTIONS ARE TAX
DEDUCTIBLE TO THE EXTENT PERMITTED BY LAW.

WE ARE
MSET-TX

FROM THE OFFICE OF THE PRESIDENT (Continued from cover)

As this class grows we would like to thank the people who attended. We encourage any suggestions: please feel free to write us and let us know. The architecture for this class is based upon the needs of the attendees: your feedback is vital in engineering the class. Thank you once again for attending. Looking forward to seeing all of you again next year!!!

Dan Ogilvie (ECA/BLS) President
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STAR FLIGHT HISTORY

STARFlight (Shock Trauma Air Rescue) began operation in 1985, to provide Advanced Life Support response and transport to the citizens in the outlying areas of Travis County. Soon after the program's inception the helicopter began to be used on a more regional basis as it is today. Over the past couple of years, the Travis County EMS has added many ambulances to better service outlying county communities. This expansion has helped free the **STAR Flight** helicopter for more responses in the surrounding nineteen county service region. Recent changes in dispatch procedures mean our helicopters are essentially on a first-call, first serve status. In 1993 **STAR Flight** enhanced its operations to include helicopter rescue, land/water rescue, wilderness/SAR (search and rescue),

and fire suppression. Scene flights and hospital-to-hospital transfers comprise over ninety percent of **STAR Flight** responses.

Quick response times are an important component of our customer service; once the location for response and the nature of the call is received, the helicopter is dispatched within thirty to sixty seconds of receiving the call. Scene flights and inter-facility transfers are over ninety percent of **STAR Flight** responses. "In-System" is within Travis County. "In-Region" includes Bastrop, Bell, Blanco, Burnet, Burleson, Caldwell, Comal, Fayette, Gillespie, Gonzales, Guadalupe, Hays, Kendal, Lampasas, Lee, Llano, Milam, San Saba, and Williamson counties

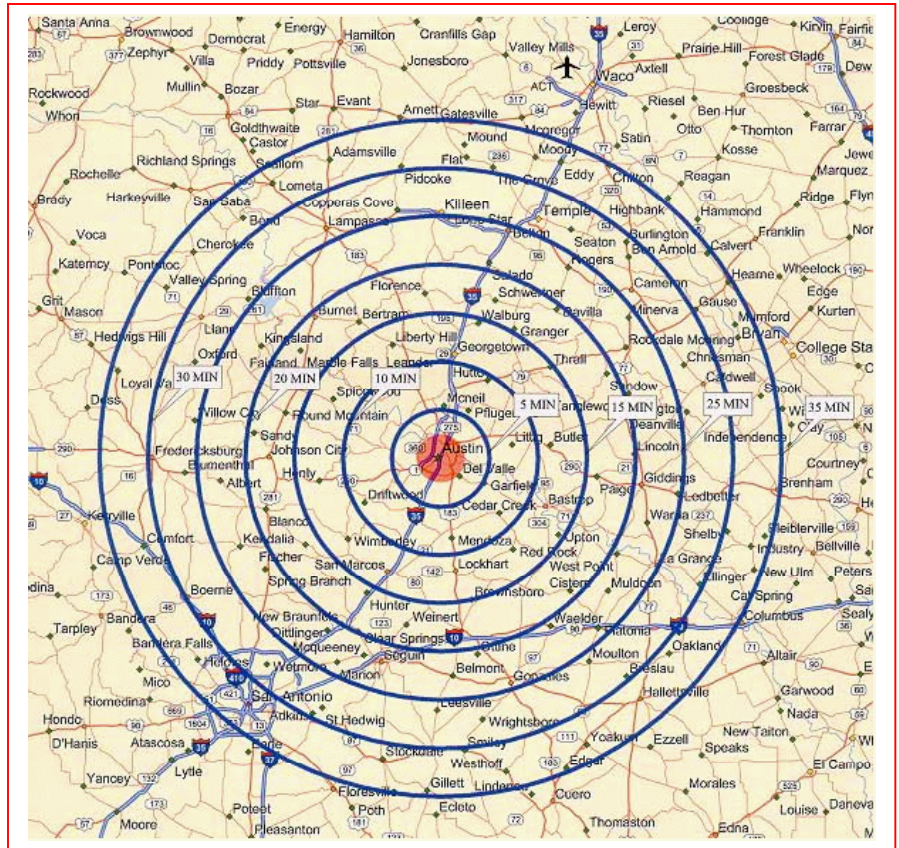
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AREA MAP

These calls are dispatched immediately. "Out of Region" includes other counties not listed and requires administrative approval for dispatch.

STAR Flight makes every effort to complete all mission requests. When weather conditions are not flyable, **STAR Flight** utilizes its ground Mobile Intensive Care Unit (MICU) to transfer critical patients to tertiary care facilities.



UPCOMING EVENTS

February 28th 2004 0800 hours until about 1630 hours. It is going to be held at the 3M facility on Rte.# 2222. Lunch will be catered and will cost \$7.00. it is not mandatory to have lunch there though. Feel free to pack a lunch or to go to a nearby restaurant.

April 17th and 18th 2004 is the BP MS 150 from Houston to Austin. This is the 20th anniversary of the event and will be a very special occasion. MS 150 is looking for volunteers for any one or both of the days. They need people to be ham radio operators and medics. They are also looking for volunteers of all sorts. Check their web site at: www.ms150.org

June 3rd through June 6th 2004 is going to be the Republic of Texas Biker Rally. MSET-TX has been asked to provide 24 hour medical coverage for the entire event. We will also be the first responder team for the Travis County Expo area for that time period. We are in need of TDH certified medical volunteers. There will be some perks aside from the fun you can have at the event. MSET-TX is also planning a party for all of the volunteers after the event. Date is as of yet undetermined.

To volunteer your services or for more information email ray@mset-tx.org.

Check out our web site at:
www.mset-tx.org

THE SCOOP SPECIAL EDITION LZ CLASS

STAR *FLIGHT* SAFETY INSERVICE

Overview

Established in 1985, **STAR Flight** is a joint operation between the City of Austin EMS and Travis County.

- **Austin EMS provides flight paramedics, flight nurses, communications and dispatch, special operations training, and part of the medical equipment.**
- **Travis County Provides aircraft, hangar, pilots, mechanics and all aviation support, and medical equipment.**
- **Educational opportunities are provided routinely by Austin/Travis EMS system to EMS providers within Travis County and outlying areas.**

Aircraft

- SF1 and SF2 – American Eurocopter EC 135's
- Max Gross Weight 6,000 pounds.
- Cruise Speed – 150 mph
- Capacity – 2 patients, 3 crew members

Requesting STAR Flight

- Inside Travis County – 911
- Request via Austin EMS Communications via Travis County radio frequency

Air-To-Ground Communications

- Use Travis County radio frequency as primary channel.
- Alternately, use car-to-car Frequency or TCSO frequency as needed.
- Listen AND watch for helicopter.
- Direct pilot to scene until the crew states you are in sight.

Preparing the LZ

- 60 X 60 feet
- Clear of power lines and obstacles
- Park under wires
- Firm and level – 12 degree slope
- If time permits and resources are available, wet down dusty landing zone areas.
- LZ near the patient. Notify aircraft of patient location if patient is not at LZ.
- If landing zone is remote from patient location, ensure safe passage for crew to scene.
- WIND DIRECTION

Final Approach to Landing Zone

- Designated flagger
- Protect people and property
- Secure all access to LZ
- Protective clothing and eyewear.

After Helicopter has landed

- Keep LZ Secured
- No one within 100 feet
- Halt ALL traffic until blades are stopped
- DO NOT APPROACH HELICOPTER WHILE BLADES ARE TURNING – Flight crew will come to you.

“Etiquette”

- **NO Running**
- **NO Flares**
- **NO Smoking**
- **NO Unsecured Debris**
- **No Approaching and Departing aircraft while blades are turning**

Flight Operation

- **Defining the LZ**
- **Strobes and Lights**
- **Check the approach path**
- **Protect LZ with vehicles instead of personnel**

Patient Preparation and Packaging

- **Immobilization/Restraints**
- **Combative Patients**
- **Linens**
- **Hot Loads vs. Cold Loads**

Considerations for Requesting STAR Flight

- **Patient accessibility**
- **Ground Transport Time**
- **Multiple Patients**
- **Special Operations: Search and Rescue**
Fire Support



THE SCOOP SPECIAL EDITION LZ CLASS

FIELD TRIAGE FOR AIR REFERRAL

Category I

Critical Trauma Patients

1. GSC < 13 associated with Trauma
2. Physiological criteria: *Use any of the following physiological criteria:*

Adults:

SBP: < 90mmhg

HR: sustained rate > 120 bpm

RR: < 10 or > 29 breathe/minute

Children:

SBP: < 70 + 2X age in years

HR: > 160 bpm

RR: < 10 breaths/minute

3. Depressed or open skull fracture
4. Flail chest
5. Pelvic fracture
6. Paralysis
7. Amputation *proximal* to the wrist or ankle
8. Two (2) or more *proximal* long bone fractures
9. **GSW** to the head, torso, or extremities proximal to elbow or knee.
10. **Stab** wounds with hemodynamic instability (SB < 90 or HR > 120)
11. **Burns:** Inhalation injuries, 2nd or 3rd degree burns > 20% BSA

Category II

Emergent Trauma Patients

1. **MVA** with any of the below:
 - a. Ejection from moving vehicle
 - b. DOS in the same passenger compartment
 - c. Auto roll-over > 90% rotation
 - d. Steering wheel damage
 - e. Auto-pedestrian incident
 - f. Auto-bicycle collision
2. Extrication time > 20 minutes
3. Motorcycle crashes > 20 mph
4. Stab wound to head, neck, or torso with hemodynamic stability (SBP > 90 HR < 120)
5. Any **Significant** traumatic incident < 5 years of age or > 55 years of age
6. **Fall:** > 10' in patients < 10 yrs or > 55 yrs > 20' in other patients
7. Venomous snake bite
8. **Burns:** 2nd or 3rd degree burns < or = 20% BSA
9. Blunt trauma patients with concomitant medical conditions:
 - a. Immunosuppression
 - b. Coagulopathy
 - c. Pregnancy

TEXAS DIVISION OF EMERGENCY MANAGEMENT 43RD ANNUAL CONFERENCE AND TRAINING - MARCH 7TH- 10TH

Motorcycle Special Events Team of Texas

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We're on the Web!
See us at:
www.mset-tx.org

The 43rd annual Emergency Management Training Conference is scheduled for March 7 - 10 at the Waco Convention Center. The new, more spacious Waco location provides even more opportunities for training courses and workshops that can help support your emergency

management efforts at the local level. This event is FREE to members of non-profit emergency response organizations that pre-register. See DEM website for details www.txdps.state.tx.us/dem/conference_2004_index.htm

What We Do and Who We Are:

We use our motorcycles and ham radios to provide communications for non-profit events. We have helped with the following events in the past: 3 M Half Marathon, Outlaw 100 Bike Trail, MS-150, Ride for the Roses, Capital 10K Fun Run, and the Katy Flatlander.

As an added bonus, most of our motorcyclists are trained in First Aid and are First Responder qualified. Some members are Texas Department of Health Certified Emergency Care Attendants and Emergency Medical Technicians.

Add that with motorcycle mobility and reliable two-way radio communications you have a pretty special team to help an event run smoothly and safely.

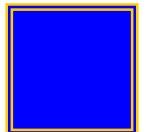
That is why we are named the "Motorcycle Special Event Team" and since we are not limited to just Austin we added "Texas" to our name.

If you or somebody you know of is in charge of an event and would like to discuss using our services please contact us. ray@mset-tx.org

We are recognized as a non-profit organization under 501(c)(3) of the Internal Revenue Code. All donations are tax-deductible to the extent permitted by law.

We do not charge for our services and are supported solely by charitable contributions and grants.

**MOTORCYCLE
SPECIAL EVENTS
TEAM OF TEXAS
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