

## SAFE-T LINES (4)

### Accident and Helicopter Drill

With luck you will never need to use this “in anger”. Equally, because you are not using it on a regular basis, it is highly unlikely that you will remember any of it. So I would suggest that you create an electronic version of this and keep it in an accessible place on your mobile phone, just in case.....

After an Accident, someone will volunteer themselves to be “in charge” of the rescue effort.

They will co-ordinate securing the site, personal safety, first aid, CPR if necessary, keeping the victim warm, alerting the rescue services while using What3Words to define the location (see Safe T Lines 3), getting witness statements, collating videos, photos etc.

If it is deemed necessary to get a helicopter for the rescue, the “person in charge” will delegate “helicopter responsibility” to another pilot:

Their role is to

1) get other flying pilots out of the air by delegating other pilots to:

- a) Blow intermittent blasts on a whistle without stopping to attract attention and
- b) If pilots in the air are on radio or Zello, talk to them advising them to use “big ears” (as long as it is safe to do so) to descend quickly and attract the attention of other pilots that something is amiss. Land well away from the accident area or fly at least 1km. away and stay well away.

2) Arrange clearing of a suitable area for the helicopter - it will want to land into wind on a relatively flat area.

The downdraft can reach over 60 mph so all gliders must be packed away and rucksacks must be well clear.

4) When the helicopter is in sight, get a pilot to indicate the wind direction to the helicopter pilot by standing back to wind with both arms pointing downwind (acting as a windsock)

5) Advise people nearby to protect their eyes and ears (helicopters are noisy)

6) Make sure that NOBODY approaches the helicopter UNLESS INVITED, and then ONLY TO APPROACH FROM THE FRONT.