Basejump Rescue
Lauterbrunnen

Soldeu / Andorra 2017

Jaun Michael, Base Manager Lauterbrunnen / Pilot

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Agenda

• The situation,
• The routes,
• Case one,
• Case two,
• Conclusions,
The situation

- 4 bases in Wallis / 2 bases in BernerOberland
- Altitude from 472 to 4633m
The situation

- Lauterbrunnen Valley, Ground floor 800m,
- Cliff heights from 300m,
- Longest jump, 1200m height difference,
- Approximate valley width ca. 900 meters,
Lauterbrunnen valley by night
Urbane source of illumination
The routes / Case one «Night»
The routes / Case one «Night»
The routes / Case one «Night»

Valley width ca. 900 meters

- Exit Nose 1-3 / High Nose
- Exit Ultimate High
- Exit Yellow Ocean
- Exit La Mousse
Case one «Night»

- Basejumper started at: Exit High Nose
- Time: 20h00
- Accident occurred at: 06.04.2017
- Situation, place of accident: middle of High Nose
- Alarm at: 20h04
- Decision after briefing with Rescue organization: After a “Reccee” flight, and a briefing with SAC Lauterbrunnen it was clear, that a Longline rescue during the night is necessary, if the team would rescue the casualty alive.
• Start at :21:35 with : EC 135 HB-ZRK

• Length of rope,:150m  Heli: Ecureuil B3 HB-ZHY

• Rescuer: Pilot, Jakob Toni, Jaun Michael / Rettungssanitäter: Rothenbühler André / Doctor: Nester Nora / RSH: Jaun Fritz, von Allmen Toni

• Process: Because of the night and the weather situation, the rescue team decided to illuminate the accident location with a second helicopter and a searchlight. At 23:15 the crew finished the rescue.
Case one «Night»

- Result: Successfully rescue in the night with one rescue helicopter and one supporting helicopter with searchlight. On the medical site the casualty was rescued alive.
The routes / Case two « Very LL 360m »
The routes / Case two « Very LL 360m »
Case two « Very LL 360m »

- Basejumper started at: Exit Ultimate just below the village of Mürren
- Time: 16h10. Accident occurred at: 27.07.2017
- Situation, place of accident: overhanging cliff
- Alarm at: 16h14

- Decision after briefing with Rescue organization: After a “Recce” flight, and a briefing with SAC Lauterbrunnen it was clear, that a very long rope was necessary for the rescue. At 16.48 the crew started the Longline rescue.

- Start at: 16:14 with: Recce flight EC 135 HB-ZRK / 16:24 Recce flight HB-ZUT / 16:48 Longline
Length of rope : 360m  Heli: AS350B3

Crew: One pilot and one Crew member onboard,


Process: The length of the rope was decided to allow the helicopter to be above the cliff in order to avoid rockfall or else. Another rescue was done a few years back at almost the same spot but using an 180m line. The helicopter was at that time below the cliff in the overhang.
• Result: The crew arrived well next to the basejumper. The longline rescue was successful but on the medical side, the rescuer found the casualty lifeless.

• Particularities: The crew had to pull back almost 40 meters before the rescuers were slowly flown back from the wall. With such a length, the line reaction is probably the most challenging effect to cope with.

• The communication is absolutely paramount.
Case two « Very LL 360m »
Case two « Very LL 360m »
Conclusions

• Decision to fly such high demanding mission is done according a briefing with all involved rescuers,

• The routes and situations are very well knowned by all crews,

• The distances, time on HEC is minimized as much as possible,

• The VLL is used mostly to avoid falling objects, rocks, etc from the overhanging cliffs and to avoid to «blow away» the paratrooper

• The cliffs are very difficult and dangerous (humidity, overhang, etc.) for terrestrial rescue,

• The crew is trained accordingly (daily ops, reccurent training with at least 150m, mostly same crew flying the demanding missions),

• The geographical alignment of the valley has to be proper,
  ➢ Close visual reference points for the Pilot,
  ➢ Settled valley and on spot Illumintation for a night rescue,
Conclusions

- Difficult to assess the patient situation and condition,
- Limited to small numbers of rescuers,
- No pressure from the company, no go = ok for the postholders,
- All crew trained together (rescuer, pilots, paramedics, doctors, etc.),
- All crew did a formal briefing between the recce flight and the mission with all participants,
- Communication (two way: crew – pilot) is paramount,
- Potential to use maybe once drone to assess first the situation,
THANK YOU / QUESTIONS ??