

IKAR – CISA Sonthofen 1999
AIR RESCUE COMMISSION
YEARLY COMMISSION MEETING

21 sept Our **AIR RESCUE COMMISSION** met in the evening. On the **22 sept** all members were invited to visit the **Eurocopter plant** in Donauworth near Munich. Eurocopter offered us to pay a visit to the "October Beer Fest in Munich". ... as a brave president, I left my colleagues on their way to the happening... and participated to the comitee meeting in Sonthofen !

COMMISSION WORKSHOP CONGRES 99

On the **23 sept** we participated with all the other commissions to a **day off in Obersdorf**. A flight demo with an EC135 of the Police could persuade all the participant that the FLIR camera is in fact a new research tool offered to the mountain rescue. A second demo showed us the skill of the ground rescue people working on the cable of the cable car doing evacuation of a paraglider. Nice music and a good meal offered by the city of Obersdorf put an end to that day.

On the **24 sept** the air rescue commission worked on the following items:

- present members national presentation
- duty time and how many pilots for a 24hours shift
- accidents & incidents
- remembrance of last year Night Vision discussion
- information and discussion about Gran Canyon 2000
- new chairman of the commission
- delegates and invited members
- across border operations, international operations
- how to better collaborate between commissions
- internet homepage
- about an air rescue international school

On the 25 sept we went on with further discussion on the following items:

- what's new in the helicopter world
- other...

Where present	: MEMBERS :	27
	NATIONS :	15

ACCIDENTS & INCIDENTS

Informations have shown that the human factor comes first as the crash of the twin squirrel of our austrian colleagues has shown. Wire strikes without crew injuries, avalanches during flight operations, flight tactic, white out, have shown that a good aerea knowledge, good equipment, rest for the crew as well as good training and methodology are all necessary to accomplish our duty. Nevertheless they cannot induce a 100% security. If you count on bas luck as well, you are on the way to discover that air rescue is not as harmless as some could imagine.

NIGHT VISION CAPABILITIES where shortly presented to the newcomers by means of the PC beamer. I have at this point to give our warmest thanks to the people behind the commission's room equipment. That should be the standard for the futur. Only with this equipment a commission can produce real positive results. Explanation alone is only today's part of what we have to present during our yearly congress.

GRAN CANYON

Dave Ruhlman has presented the red line behind which our american colleagues are preparing our arrival. We have had all opportunities to ask him where, how, what and much more about the futur air rescue commission day which will take place on the 14th of october 2000. The commission members will have to think about their arrival on the 13th of october 2000.

Contacts with some helicopter manufacturers will be intensified in order to give us has much opportunities has possible to fly different machines.

CHAIRMAN OF THE AIR RESCUE COMMISSION

The candidat Gilbert Habringer has been fully accepted by all members of the commission has to be the next chairman of our commission. He will enter in charge *ad interim* at 0800 in the morning of the 1st december 1999. We will continue to work together until the Gran Canyon event in order to settle and improve the efficiency of our futur collaboration.

ACROSS BORDER OPERATIONS

The across border operation has allready been discussed 2 years ago. On a technical point of view we have not discovered any new problems. In case of catastrophe, governments are requesting or offering help. Our governmental or civilian organisations have always responded positively. Last winter rescue operations through the Alps have shown no problems in doing so.

HOMEPAGE ON THE WEB

The Homepage has been demonstrated live with the PC beamer. The commission members whishes to improve informations through the addition of pictures, diagrams etc.

AIR RESCUE INTERNATIONAL SCHOOL

The idea of exchanging our know how between specialists has well has offering our skill to the new growing generation and to improve the efficiency of companies, government agencies and selected professional pilots was presented and possibilities discussed. In form of a non profit organisation, that school could offer training modules such as theory and flight practice. Based on specialists, member of a "skills comittee", they could offer time limited activity in order to propose a world wide show room of flight technics and rescue material. The idea has been presented. Let us digest possibilities and see how and where such a school could be operating.

WHAT ABOUT THE HELICOPTER WORLD ?

The mountain rescue has a price. Members where interested in knowing which countries where operating free of charge and which others where not.

The air rescue commission has asked members to participate more actively to different sub-commission working:

- **Helicopter specificities** such as for those our commission crew members are flying will be presented next year (B407/A109K2)
- **Mountain flying school principles** as well as specific equipment will be presented as well by France and Austria.
- **Specific pilot testing programme** in order to choose candidats to air rescue will be presented by Canada.
- **Accident statistics** from Switzerland
- **Bulgaria project of a flight rescue system**
- **Tchequia flight rescue**

- Poland with a new helicopter
- Sweden with the national rescue system
- Croatia with sea rescue technics and material
- The German way of training crew members
- Austrian news from the Inner Ministerium
- The Homepage, adress and PC management

...and much more to come will ask for reflection to all members of the commission.

*T-3U
The use of O2 at altitude, restrictions and possibilities
..those where some items discussed this Saturday morning.

NEW CHAIRMAN

Since Jaca in Spain, I have had the pleasure to act as the chairman of the Air Rescue Commission. Time has come for me to pass the lead as I will retire from my pilot duty with REGA. I would like to thank all of you for the confidence you showed me during all those years. I will not totally leave IKAR-CISA. Next year at the Gran Canyon you will continue to see me together with my colleagues of the Air Rescue Commission. I am not stopping my flying activities but only doing it in a different way. The time of sailing around the world has not yet arrived.

A warm thank you to all of my colleagues and friends of the Air Rescue Commission for the support they gave me during the years I served as the chairman. From the time of a Swiss showroom until today, things have changed a lot. Members do participate more and more and are willing to transmit their knowledge and skill to the benefit of all interested specialists. I am very proud of it.

My report as the chairman of the Air Rescue Commission is completed.
Thank you for listening.

The chairman
Silvio Refondini