Basejump Rescue Lauterbrunnen

Soldeu / Andorra 2017

Jaun Michael, Base Manager Lauterbrunnen / Pilot

Fauchère Patrick OCVS / Samuel Summermatter KWRO,

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Agenda

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

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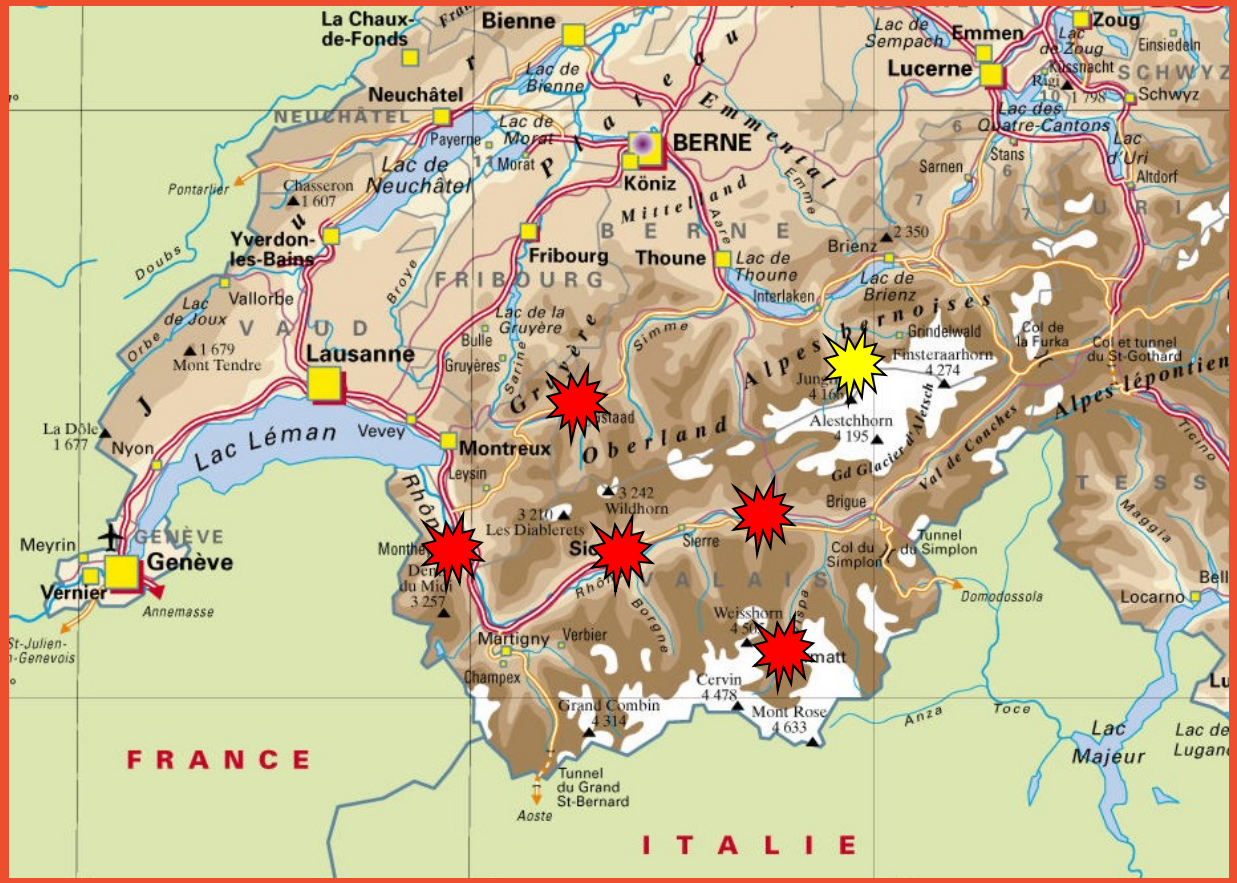
The situation

- 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 weidht ca. 900 meters,

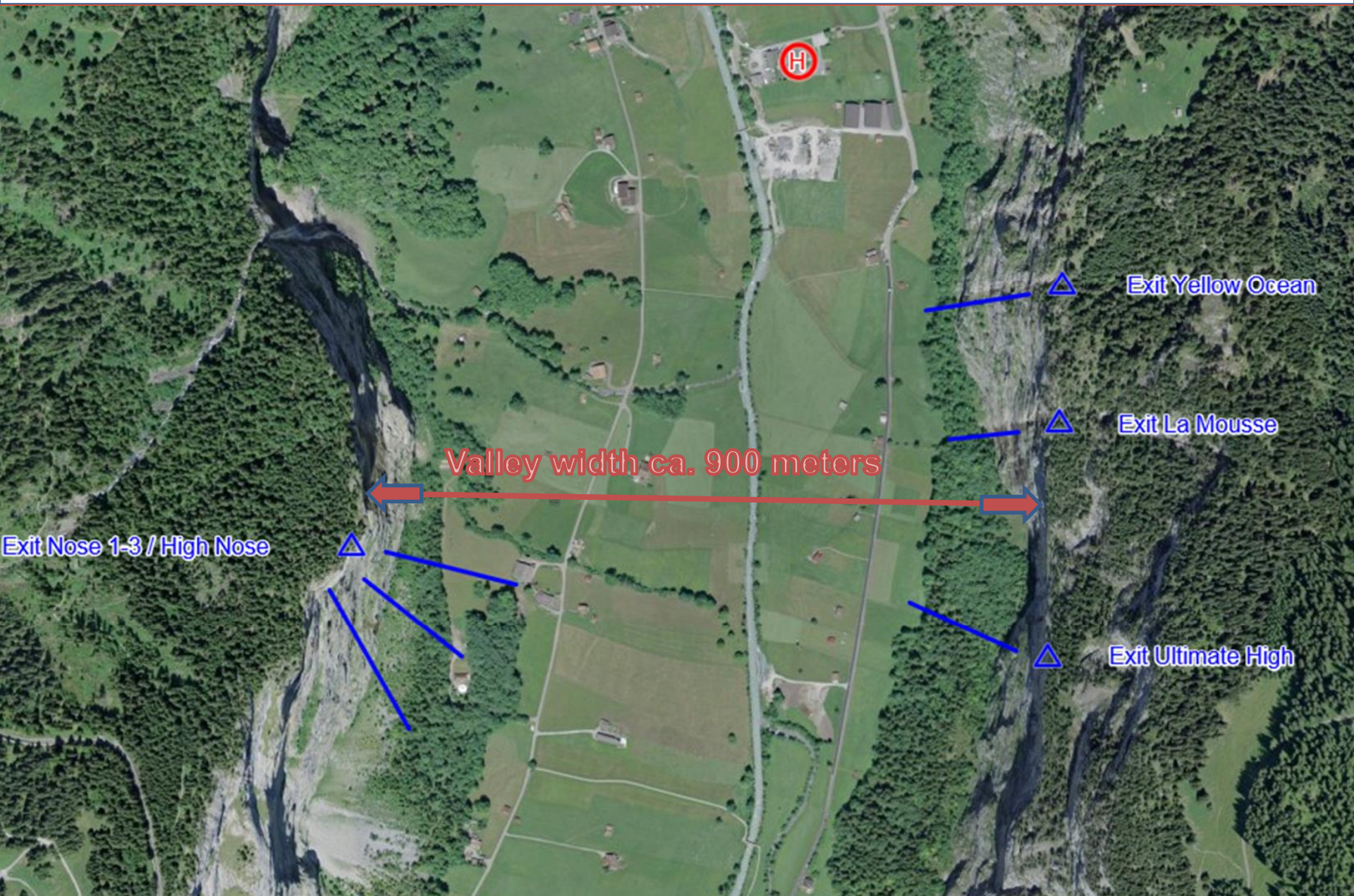
The situation

- Lauterbrunnen valley by night
- Urbane source of illumination

The routes / Case one «Night»

The routes / Case one «Night»

The routes / Case one «Night»



Case one «Night»

- Basejumper started at : Exit High Nose
- Time : 20h00
- Accident occured 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.

Case one «Night»

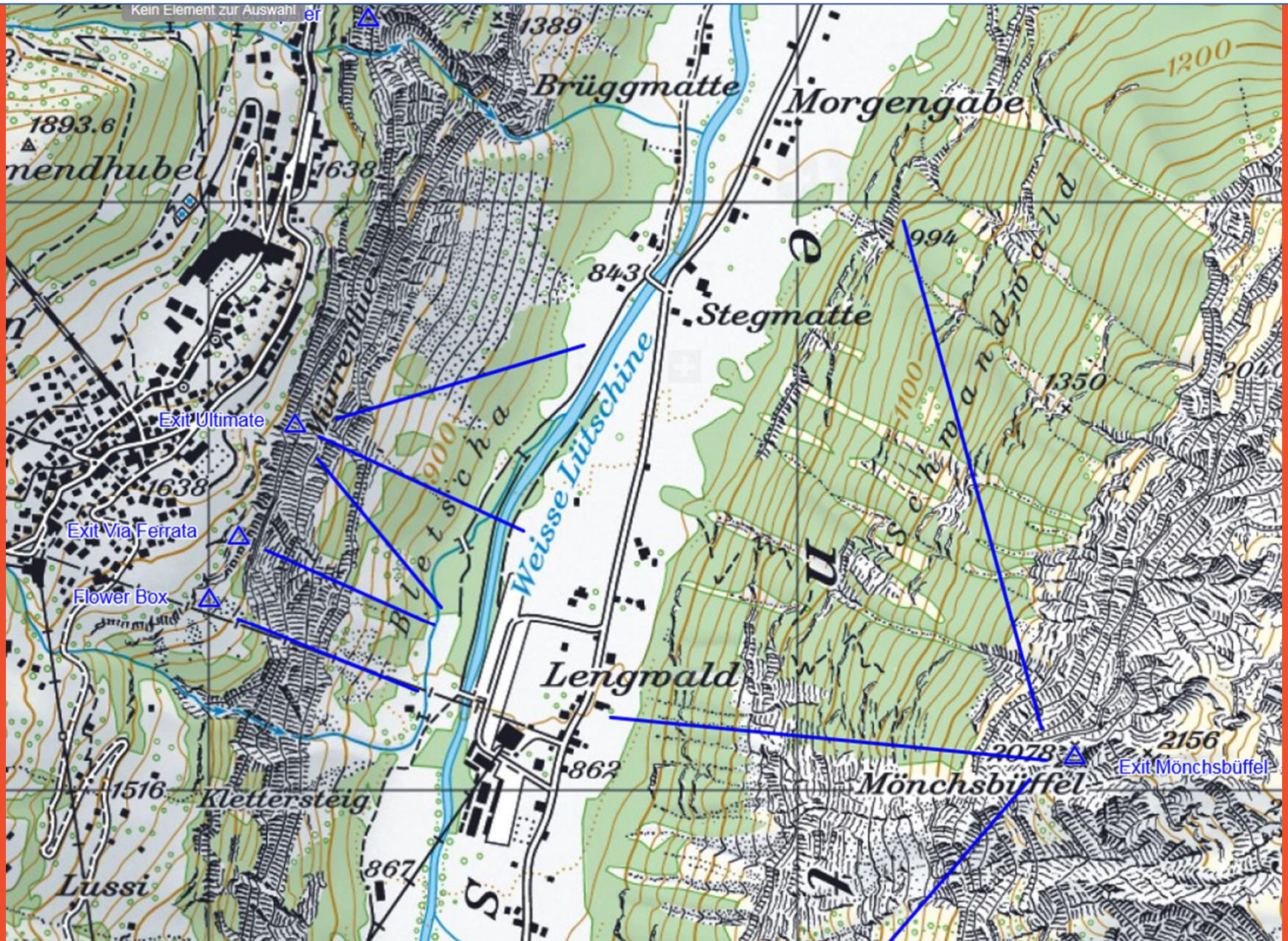
- Start at :21:35 with : EC 135 HB-ZRK
- Length of rope,:150m Heli: Ecureuil B3 HB-ZHY
- Rescuer: Pilot, Jakob Toni, Jaun Michael / Rettungssanitäter: Rothenbühler André / Doctor: Nester Nora / RSH: Jaun Fritz, von Allmen Toni
- Process: Because of the night and the weather situation, the rescue team 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 occured at: 27.07.2017
- Situation , place of accident:overhanging cliff /
- Alarm at : 16h14
- Decision after briefing with Rescue organization: After a “Reccee” 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 : Reccee flight EC 135 HB-ZRK / 16:24 Reccee flight HB-ZUT / 16:48 Longline

Case two « Very LL 360m »

- Length of rope :360m Heli: AS350B3
- Crew : One pilot and one Crew member onboard,
- Rescuers : Pilot: Jaun Michael, Barthes Laurent / Rettungssanitäter: Rothenbühler André / Doctor: Sinsel Markus / RSH: Jaun Fritz, von Allmen Toni, Dietler Daniel
- 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.

Case two « Very LL 360m »

- 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.

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Case two « Very LL 360m »

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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 alignmentf of the valley has to be proper,
  - Close visual reference points for the Pilot,
  - Settled valley and on spot Illiumintation 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 reccee 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,

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THANK YOU / QUESTIONS ??