Snowmobile Safety Presentation

January 3, 2013, 6:00pm
Red's Old 395
Carson City, NV

Topics

- FRS-GRMS Radios
- Cell Phones
- GPS Devices
- The SPOT2 Device
- Avalanche Transceivers
- Shovel, Probes, and Backpacks
- Emergency Supplies Check List
- First Aid / Medical Kits for Snowmobilers
- Care Flight (helicopter rescue) Insurance
- Snowmobile Emergencies Information Guide
- Medical Rescue Guide and Form

FRS-GMRS Radios

Key Points

- All Snowmobilers should carry one
- Buy ones with 5 watt / 22 mile range
- Carry spare batteries or extra power pack
- Primary channel should be 1 through 7 or 15 through 22
    - Don't use channels 8 through 14
- Sub channel / code, use 1 through 14, don't use "0" sub channel
- Can combine with GPS receiver, Garmin Rino series
- Always agree on a Channel & Code at start of ride
- Test all radios at start of ride as well
- Only turn **ON** when someone is lost
- Does not matter which channel number is use, with respect to range
- May want to have a spare radio for a friend

Cell Phones

Key Points

- Always carry a cell phone
- Be sure it is fully charged the night before
- Turn off or in **Airplane** mode while riding
- For emergencies, if no connection, find a higher spot / peak
- In emergency situations, fill out emergency sheet before taking off to get help

Satellite Phones

- Are fine, but don't work in canyons or in closed forests
- Need to find an open area to make calls
- Make sure it is fully charged at start of ride
- Keep turned off until needed

GPS Devices

Key Points

- All Snowmobilers should carry one
- Should be fully charged or fresh batteries at start of ride
- Know how to set up and read GPS coordinates
- Should turn on and connect to GPS satellites at least once a month
- Can be fun to record your tracks
- Before a ride, turn ON and record your starting way point / the trail head
- Know how to set the track point and then follow back in compass mode
- Record an accident's way point and know how to read back at a later time
- Can be mounted on a snowmobile's handle bars or dash for quick access

Training

- Take a GPS class if you don't understand how they work
- Read the user manual at beginning of the snowmobile season
- Play with the GPS many times so you are completely familiar with its operation
- The worst time to learn a GPS's operation is in an emergency
- Download and read the GPS for Snowmobilers Presentation
- Download and read the white paper on GPS for Snowmobilers

The SPOT2 Device

Key Points

- Another means to communicate your position and call for help
- Website: www.FindMeSpot.com
- Stand alone device, called the SPOT2
- Or one that connects to a smart phone via Bluetooth
- The SPOT2 has 5 functions:
    - Check-In
    - Special Message
    - Track
    - Help from family / friends
    - 911 / SOS call
- Check-In is handy for family members to know when you start & when you finish a ride
    - Do via email message or text message
- Track mode is handy for family members to follow your tracks during the ride
- Track mode is handy for emergency rescue, much easier to find you
    - Know your last position within 10 minutes of the accident
- The new SPOT devices that connect to a smart phone can also send a very short (41 characters) custom text message
- The new SPOT devices also connect to Facebook and Twitter
- Carry a spare set of batteries in case of emergency
- There are SPOT smart phone Apps that list all your tracks and message plus will show on a map the location of each message waypoint.

Avalanche Transceivers

Key Points

- Five different manufactures
- Multiple models from each manufacture
- All use the same international frequency beacon broadcast
- The BCA Tracker series seems to be the most popular and easiest to use

Shovels, Probes and Backpacks

Key Points

- All snowmobilers are advices to wear a backpack with a shovel and probe inside
- Most snow shovels have handles that can easily be removed and stored
- Some shovel handle also store a collapsible probe
- Probes should be at least 2 meters, 6 feet long when fully extended
- Backpacks can also be used to carry extra cloth, food and water
- The lighter the better when it comes to weight on your back

Emergency Supplies Checklist

12/8/11

From Richard Brighton

- First Aid kit
- Flashlight or headlamp
- Spare batteries
- Starter sticks or logs
- Waterproof/Windproof matches
- Food, beef jerky, candy bars, energy bars, etc
- Cook set & Utensils
- Extra Clothing, socks, gloves, beanie, etc.
- Water or Gatorade
- Sunscreen
- Multi-tool/knife
- Radio
- Compass and/or GPS
- Candle lantern or candles
- Whistle
- Toiletries *(toilet paper and handy wipes)*
- Space Blanket
- Rope
- Tarp or tent
- Shovel and probe
- Saw
- Mirror or signal flares
- Snow shoes
- Avalanche Beacon
- Metal Cup or similar for melting snow
- 12 hour glow sticks so you save batteries in flashlight
- Hard candy to suck on
- Small bar of soap or wipes
- Capstick for dry lips

Wayne's Added List

- Tow Strap and pull out rope
- Tampons, used to start a fire
- Small hose to siphon gas
- Emergency Guide and Form plus pencil
- Cell phone
- Spare belt
- Snowmobile tool kit
- Know how to change a belt

At Vehicle

- Spare key get into your vehicle and another one to operate the vehicle

First Aid / Medical Kit for Snowmobilers

1/2/13

It is highly recommended every snowmobiler carry some kind of a first aid/ medical kit. The only questions should be cost, weight and size.

One of the recommended medical kits is called the **Day Tripper** from Adventure Medical Kit (www.adventuremedicalkits.com). Retail price is $33.00. Amazon sells it for $24.00.

The Day Tripper is designed for adventurers who demand professional quality medical supplies even on shorter trips. Perfect on fast-and-light daylong treks or ambitious overnights, this kit has the same premium features - including advanced wound cleaning and closing supplies, a wide array of dressings and medications, and Dr. Weiss's Comprehensive Guide to Wilderness and Travel Medicine - as the larger kits in the Mountain Series in a very compact, Weight: 15 oz. and measures 5.25 x 7.5 x 3.0.

The Supply List:

Bandage Materials

5 Bandage, Adhesive, Fabric, 1" x 3"
3 Bandage, Adhesive, Fabric, Knuckle
4 Bandage, Butterfly Closure
2 Dressing, Gauze, Sterile, 2" x 2", Pkg./2
2 Dressing, Gauze, Sterile, 4" x 4", Pkg./2
2 Dressing, Non-Adherent, Sterlie, 2" x 3"

Bleeding

1 Gloves, Nitrile (Pair), Hand Wipe
1 Trauma Pad, 5" x 9"

Blister / Burn

1 Moleskin, Pre-Cut & Shaped (11 pieces)

Fracture / Sprain

- 1 Bandage, Elastic with Velcro, 2"

Instrument

- 2 Safety Pins
- 1 Splinter Picker/Tick Remover Forceps

Medical Information

1 Comp. Guide to Wilderness & Travel Medicine

Medication

- 2 After Bite Wipe
- 2 Antihistamine (Diphenhydramine 25 mg)
- 2 Aspirin (325 mg), Pkg./2
- 2 Diamode (Loperamide HCI 2 mg), Pkg./1
- 3 Ibuprofen (200 mg), Pkg./2

Wound Care

- 4 After Cuts & Scrapes Antiseptic Wipe
- 2 Alcohol Swab
- 1 Cotton Tip Applicator, Pkg./2
- 1 Syringe, Irrigation, 10 cc, 18 Gauge Tip
- 1 Tape, 1" x 10 Yards
- 1 Tincture of Benzoin Topical Adhesive
- 3 Triple Antibiotic Ointment, Single Use

Adventure Kits reserve the right to add, substitute, or delete items if necessary

Note that there are many other medical kits available from a whole variety of sources.

Care Flight (Helicopter Rescue) Insurance

12/5/11

Care Flight can help you when you need it most. Flight Plan will help you pay for medically necessary services of Care Flight. Care Flight's Flight Plan is perfect for you whether you spend a lot of time skiing, hiking, camping or playing in the Sierra backcountry, or if you live or work in rural northern Nevada and northeastern California communities surrounding Reno and Sparks.

Flight has provided northern Nevada and the northeastern Sierra area critical care services 24 hours a day, seven days a week for over 25 years. Our three helicopters based in northern Nevada and northeastern California each provide service to a 150-mile radius area. Every aircraft is staffed with a licensed critical care nurse and paramedic to care for you enroute to the closest trauma center.

Your Flight Plan Membership covers reasonable out-of-pocket costs for you and your family for medically necessary air ambulance transports.

Just read the agreement on their website, complete the application and mail with the membership fee to: Care Flight's Flight Plan, 450 Edison Way, Reno NV 89502.

Added Benefits

Care Flight is a member of the Association of Air Medical Membership Programs (AAMMP). Your Flight Plan membership will be honored for emergent air medical transports by the following reciprocating programs*:

Air Lift Northwest - Seattle, Washington
Air Link – Bend, Oregon
Air St. Luke's – Boise, Idahopad scene photo
CALSTAR – Auburn, California
Enloe FlightCare – Chico, California
Life Flight Network – Portland, Oregon
Northwest Medstar - Spokane, Washington
Portneuf Life Flight – Pocatello, Idaho
St. Alphonsus Life Flight – Boise, Idaho
St. Alphonsus Life Flight – Twin Falls, Idaho
Wyoming Life Flight – Casper, Wyoming

If you are a member of the Tahoe Sierra Snowmobile Club, the cost is $30 per year versus $55.

Go to www.care-flight.com for more information and to sign up.

Snowmobiling Emergencies Information Guide

12/5/11, from Richard Brighton

Emergency Situations

All snowmobilers are advised to be prepared for an emergency situation at all times. Informing someone of your intended journey and time expected to return is good insurance for your safety. If while riding a snowmobile on a trail, an accident is encountered or if the snowmobile breaks down and cannot be fixed, YOU are involved in an emergency situation! If confronted with an emergency situation, three things to remember are to stay calm, dry and warm. Panic and exhaustion can lead to needless chances that can result in injury or death. Plan actions and do not attempt to walk through extremely deep snow as it could take two to three days to cover the area traveled by a snowmobile in 20 or 30 minutes.

Suggested Extra Equipment

Space blanket, candy bars, water proof matches, flashlight, extra spark plugs, first aid kit, snow shoes, extra gloves, socks, extra drive belt, pocket knife, extra starter rope, tool kit, shovel, axe or saw, flares, metal cup or kettle, tarp or plastic sheet.

SURVIVAL

There are several steps which will make a survival situation easier. It is imperative to remember that the best tool of survival is your brain. Be sure to use this tool in a survival situation. The following steps will help save a life. POSSIBLY YOURS!

1. Do not panic.
2. Plan a course of action.
3. Stay together.
4. Conserve energy and warmth.
5. Make an adequate shelter.
6. Build a fire.
7. Melt clean snow for water.
8. Signal for help.

In closing: Join a snowmobile club or help start one. Read, understand and follow the information in the Operator's Manual and on all decals found on the snowmobile. Enroll in a certified snowmobile safety course and first aid class. Be a responsible snowmobiler. Enjoy snowmobiling and remember, **SAFETY FIRST**

Avalanche Safety

Avalanches that involve snowmobiles do not randomly happen. In most Avalanche incidents the victim or another party member triggers the slide. This tells us that these unfortunate happenings are preventable. If we choose to ride in Avalanche Terrain we are taking on inherent risks whether we realize it or not. Education is the most powerful tool that we can use to ride safer in Avalanche Terrain. Riding in Avalanche Terrain without the proper education, training & equipment is like playing Russian Roulette! "Do

you feel lucky today"? Most of the Avalanches that occur out West happen during or immediately following precipitation or wind activity. The strength of our snowpack can be a double edged sword. Our snowpack's strength comes from its well bonded dense snow. This cohesive dense snow makes for extremely dangerous hard slab Avalanches. Avalanches are also known as the "Great White Dragon". Dragons tend to sleep more but when awakened the power that they unleash can lay a path of destruction unlike anything you have ever seen.

There are (4) four key factors that need to be considered when evaluating the Avalanche Hazard.

- Terrain
- Snowpack
- Weather
- Human

If the terrain is not steep enough (angle) for avalanches to occur then there is little to no risk. Slope angle is the most important element of Avalanche Terrain. Avalanches can occur on slopes with angles from 25 to 60 degrees, but most often occur from 35 to 45 degrees. Another important factor to consider is the consequences' of being swept away by a slide. Being swept off a cliff or into a tree could prove to be fatal. In regards to the snowpack we need to ask ourselves the question "Could the snow slide"? The winter snowpack is made up of many layers of snow that represents the different precipitation events, temperature changes & wind events that have occurred throughout the winter.

Weather can affect the critical balance between strength and stress within the snowpack. Often the snowpack cannot handle the added stress of precipitation, extreme temperature changes or wind loading (drifting). The result can be a failure of the bonds between the layers within the snowpack causing an Avalanche to occur.

Without the human factor there is no risk. The key to riding in Avalanche Terrain is to know which slopes are safest and to be able to perform a rescue if necessary. One of the basic rules of riding in Avalanche Terrain is to expose only (1) one rider to the risk at a time. If everybody is on the slope then who is left to do the rescue?

Riding in avalanche terrain without a transceiver, probe and shovel is like driving without your seatbelt. A transceiver is a radio beacon that can transmit and receive radio signals. In the case on an Avalanche burial it allows you the ability to find the buried person) s). Remember that you also need to be trained on the proper use of your transceiver and know how to use it. Know is the time to practice not when an Avalanche occurs.

Here are some statistics to think about!

1) 63% of Snowmobile Avalanche accidents while highmarking. It is very common for these Avalanches to be triggered by a fellow snowmobiler that is attempting to help a stuck highmarker. DO NOT GO HELP A STUCK HIGHMARKER!!!
2) Most Avalanche fatalities happen in Montana, Alaska, Colorado and Idaho. But they can happen in all Western United States where there is snowmobiling.
3) 25% of Avalanche fatalities are due to traumatic injuries.
4) You have a 90% chance of surviving if found and dug out within 15 minutes.
5) At 30 minutes you only have a 40% chance of surviving.
6) 64% of survivors are rescued by their partners. YOU ARE THE RESCUE TEAM!!
7) If a rescue team is brought in only a 20% chance of surviving.

So we need to educate ourselves, train with our equipment and use some common sense. Make sure you go prepared and ready to rescue your fellow riders. Do not take the attitude that this could never happen to me. Let's all enjoy riding but be safe and return home to enjoy another day and season of riding.

Building a Snow Cave

There are many types of snow shelters. But one of the most common & easiest to construct is the snow cave. Almost any improvised tool can be used, even hands. But for a planned & comfortable cave a shovel is the best to use. There are (4) four main steps to follow in building a snow cave. Choosing a site, tunneling in, shaping the cave and adding finishing touches.

Choosing the site: When choosing a site for a snow cave one of the most important considerations is the snow depth. A depth of at least 4 or 5 feet is helpful to start. Choose a site free of any avalanche danger. Look for a drift or swail near ridges or trees. Try to arrange the entrance to the cave so that it is on the leeward side of the slope. This will offer protection from the wind.

Preparing to dig: Before the actual dig begins make sure that you are wearing the proper clothing. This includes layers with a waterproof shell. Remember dry is warm!! Heavy digging can be done with a large scoop shovel. In an emergency situation where a shovel is not available, use whatever you can. Hands, a small cooking pot, a snowshoe, etc.

Tunneling in: In deep snow begin by digging a trench downward into the snow. As you dig place snow that is being removed from the trench onto the roof area of the cave. In these conditions make the trench as deep as you are tall. The next step is to begin tunneling in. At a point about knee level make the entrance. Make the tunnel slightly wider than your body. If the terrain and snow are adequate, tunnel at a slight upward angle. Ideally the cave end of the tunnel should be at least a foot above the entrance,

this will help prevent warm air from escaping the shelter. If possible make the tunnel the length of your body. Moving snow at this point becomes a major task. Use the shovel in front of your body to dig in. As you move forward use your feet to move the snow into the tunnel and out of the entrance. Now you are ready to begin shaping the cave.

Shaping the cave: The minimum thickness of the cave walls should be 12 inches. The thicker the walls the more stable the structure and the better it will insulate. The ceilings and the walls of the shelter should be dome shaped and smooth and be large enough for you to sit upright. Try to eliminate any sharp edges on the wall and ceiling. Initial shaping is done with the shovel. Final shaping is best done with a gloved hand. This will prevent water dripping as the cave temperature rises.

Finishing Touches: An elevated sleeping platform is the most important feature you can add to your shelter. This allows you to be nearer the warm air in the upper part of the cave. Another feature is the ventilation hole which can be made with a stick, ski pole or other object. This hole should be about 2 inches in diameter. This helps to eliminate carbon monoxide if stoves or candles are used. Check the vent hole at regular intervals to prevent it from clogging. Leaving a stick in the hole is a good idea. The clear the hole just wiggle the stick. Make a shelf for a candle. One lighted candle can increase the temperature in a small cave by as much as 20 degrees or more. The entrance of the cave can be blocked with a snow block, back pack or other gear. On occasion during the construction of a snow cave a collapse can occur. One person should always remain outside in the event of a collapse while building the cave.

Emergency Snow Caves: In an emergency, snow caves can be created quickly by digging into a snow bank or drift. Eliminate the tunnel and dig a compartment so that it is large enough inside for you to sit upright. Place your pack in front of the entrance hole. Use evergreen bows to insulate yourself from the ground. Use your pack as an emergency bivy sack and light at least one candle. Be sure to make a vent hole if you use candles or stoves. If yoy think people will be out searching for you, make the site as visible as possible from the ground and air by placing clothing, sticks or stomping an unusual pattern in the snow.

Cold Weather Emergency

Frostbite, hypothermia and snowblindness are the most common snowmobiling injuries. Recognizing the early symptoms of these injuries and knowing how to treat them is important and can prevent undue permanent injury and possibly death. For our own and others protection, enroll in a certified first aid course.

Frostbite: The crystallization, either superficially or deeply, of the fluids and underlying soft tissues of the skin, is the most common cold weather injury. The nose, cheeks, ears, fingers and toes are the areas most commonly affected by frostbite. Often the victim is not aware of the frostbite until they are told by someone else. As frostbite develops, the symptoms follow this order.

1. The affected skin may be slightly flushed.
2. The skin changes to white or grayish-yellow in appearance.
3. Pain (often there is no pain) is sometimes felt but subsides later.
4. Blisters may appear.
5. The affected part feels intensely cold and numb.
6. Mental confusion and impairment of judgment set in.
7. The victim staggers.
8. Eyesight fails.
9. The victim falls and may become unconscious.
10. Shock is evident.
11. Breathing may cease.

Minor frostbite may be treated by slowly warming the affected area. Do not rub the frostbitten area. Severe frostbite must be treated by a Physician.

Hypothermia: The state at which the body is losing heat faster that it can produce it, drains valuable energy from the body. As hypothermia develops, the symptoms follow this order.

1. Uncontrolled shivering and fumbling hands.
2. Numbness and memory lapses.
3. A dangerously low body temperature.
4. Stuper, frequent stumbling and a lurching walk.
5. Vague slow speech, drowsiness and apparent exhaustion.
6. The victim collapses.

Hypothermia should be treated by a Physician as soon as possible. In the meantime, the victim should be covered with warm dry clothing and/or blankets. The best way to prevent hypothermia is to dress adequately and to stay dr.

Snowblindness: Snowblindness is a condition snowmobilers may experience during medium-bright to intense sunshine days. The symptoms are the following.

1. Severe headache.
2. Dizziness.
3. Sensitivity to light and seeing stars.

The recommended treatment is immediate removal to a totally dark area. Snowblindness can be prevented by wearing the proper-lensed goggles or properly colored face shield.

More on Hypothermia

Hypothermia- a decrease in the core body temperature to a level at which normal muscular and cerebral functions are impaired.

Conditions leading to Hypothermia:

- Improper clothing & equipment
- Cold temperatures

- Wetness
- Fatigue, exhaustion
- Dehydration
- Poor food intake
- Alcohol intake

What are "Hypothermia" temperatures:

- Any temperature less than 98.6 degrees can be linked to hypothermia.

Signs & Symptoms of Hypothermia:

- Watch for the –"Umbles" – stumbles, mumbles, fumbles & grumbles which show changes in motor coordination & levels of consciousness.

Mild Hypothermia- core temperature 98.6 – 96.0 degrees F

- Shivering- not voluntary control
- Cannot do complex motor functions, can still talk & walk

Moderate Hypothermia: core temperature 95 – 93 degrees F

- Dazed consciousness
- Loss of fine motor coordination- particularly in hands, can't zip up jacket, etc.
- Slurred speech
- Violent shivering
- Irrational behavior- Paradoxical Undressing (person starts to take clothing off, unaware that he or she is cold.
- "I" don't care attitude

Severe Hypothermia: core temperature 92-86 degrees and below (life threatening). Shivering occurs in waves, violent then pause, pauses get longer until shivering stops, because the heat output from burning glycogen in the muscles is not sufficient to counteract the continually dropping core temperature, the body shuts down on shivering to preserve glucose.

- Person falls to the ground, can't walk, curls up in the fetal position to conserve heat
- Muscle rigidity develops-because peripheral blood flow is reduced & due to lactic acid & CO_2 buildup in the muscles
- Skin is pale
- Pupils dilate
- Pulse rate decreases

At 90 degrees the body tries to move into hibernation, shutting down all peripheral blood flow. And reducing breathing rate and heart rate.

At 86 degrees the body is in a state of "metabolic icebox" The person looks dead but is still alive.

Death from Hypothermia:

- Breathing becomes erratic
- Semi-conscious
- Cardiac arrhythmias develop; any sudden shock may set off Ventricular Fibrillation
- Heart stops beating and the person dies.

How to Assess if someone is Hypothermic:

- If shivering can be stopped voluntarily: mild hypothermia. Ask the person a question that requires higher reasoning in the brain (count backwards from 100.
- If shivering cannot be stopped voluntarily: moderate to severe hypothermia
- If you can't find a radial pulse at the wrist it indicates a core temperature below 90-86 degrees.
- The person may be curled up in a fetal position. Try to open their arm up from the fetal position
- If it curls back up the person is still alive. Dead muscles won't contract.

Treating Hypothermia: The basic principles of rewarming a hypothermic victim are to conserve the heat that they have and replace the body fuel they are burning up to generate heat. If a person is shivering, they have the ability to rewarm themselves at a rate of 2 degrees C per hour

Mild- Moderate Hypothermia: Reduce Heat Loss

- Additional layers of dry clothes
- Increased physical activity
- Shelter

Add Fuel & Fluids: It is essential to keep a hypothermic person hydrated & fueled.

- Food types: Carbohydrates:- 5 calories/gram- quickly released into blood stream for sudden brief heat surge. These are the best to use for quick energy intake especially for mild hypothermia.
- Protein: 5 calories/gram- slowly released, heat given off over a longer period.
- Fat: 9 calories/grams- slowly released but are good because they release heat over a longer period of time.
- Hot Liquids- calories plus heat source
- Sugar (kindling)
- Trail snacks (GORP)

Things to Avoid: Alcohol, Caffeine & Tobacco.

Add Heat: Fire or other external heat source. Body to body contact. Get into a sleeping bag with another person.

Severe Hypothermia:

- Hypothermic Wrap: This idea is to provide a shell of total insulation for the victim. Make sure the victim is dry and has polypropylene layers to minimize sweating on the skin. Use slleping bags, wool blankets & wool clothing. Include a aluminum space blanket to help prevent heat loss and wrap with plastic to protect from wind & water. If someone is truly hypothermic, don't put him/her naked in a sleeping bag with another person.
- Add Fuel & Fluids: Warm sugar water- for people in severe hypothermia, the stomach has shut down & will not digest solid food but can absorb water & sugars. Give a dilute mixture of warm water with sugar every 15 minutes. Dilute Jello works will since it is part sugar & protein. Do not give Jello full strength even in liquid form, it is too concentrated & will not be absorbed.

Add Heat: Heat can be applied to transfer heat to major arteries. At the neck for the carotid, at the armpits for the brachial, at the groin for the femoral & the palms of the hands for arterial arch.

- Chemical Heat packs such as Heat Wave. Hot water bottles, warm rocks& towels.

# # #

Snowmobile Medical Rescue Guide & Forum

1/1/11

If there is a medical emergency rescue is necessary during the ride please do the following.

1. The person with the most current medical training is in charge.
2. Assess the situation, how many are injured and what is the extent of the injuries.
3. Render 1st aid to each patient and record his or her condition and/or vital signs.
4. If additional help is needed, someone needs to call the 911 system for help.
5. Appoint a responsible person to activate the 911 system.
6. Be prepared to give the 911 operator your name and the below information.

Number of injured patients: _____

Age and sex of each patient (i.e., 53 year old male): _____

Extent of injuries to each patient (i.e., patient is unconscious with possible back injuries and broken R arm) _____

_____

_____

Is there an EMT on scene (Y/N): _____

TIME and nature of incident: _____

GPS Location: N _____ E _____

Topographical features, (i.e. on Dog Mt, or 10 miles up Lawson Creek) _____

Access (can a snow rescue vehicle get to the injured, what trail are you on or near, and how do they get to you?)

_____

_____

Medivac/helicopter (is it needed, see below *)?_____ Is there a clear area? _____ Wind Dir/speed_____

Additional Notes: _____

_____

*If the patient has head trauma, severe bleeding, internal injuries, or is in a spot that waiting for snow transport could result in death or permanent injuries request a Medivac. If a Medivac is requested you must have a 20' near flat area and at least a 60' x 60 clear area with nothing is over 18" high. If landing is not possible next to the scene find the closest area. Don't move the patient; let Medivac secure the patent first. Remove any loose item from the landing area, and try to pack the area down if the snow is very light or loose. When the helicopter arrives have someone show them where to land. If your location is so remote that snow transport can't get to you and you can't get a Medivac helicopter in request a military helicopter with lift capability, be prepared for a 1-4 hour wait.

Land Here Extend arms w/wind at back

Move Downward Arms extended sweeping down