

CHECKOFF LIST FOR HELICOPTER EVACUATION

REMEMBER:

As master, each member of your crew is your responsibility and although the Coast Guard, the doctors, and other agencies may assist you, he is your man.

Helicopter evacuation is a hazardous operation to the patient and the plane crew, and should only be attempted in a matter of life or death. Provide the doctor with all the information you can concerning the patient so that an intelligent evaluation can be made concerning the need for evacuation.

Today's helicopters can only proceed between 100 and 150 miles offshore for a pickup, and then only if weather conditions permit; so, if an evacuation is necessary, you must be prepared to proceed within this range.

WHEN REQUESTING HELICOPTER ASSISTANCE:

- a. Give accurate position, time, speed, course, weather conditions, sea conditions, wind direction and velocity. Type of vessel, voice and CW frequency.
- b. If not already provided, give complete medical information including whether or not the patient is ambulatory. Refer to the chapter "Medical Advice by Radio" in the U.S. Government text, "The Ship's Medicine Chest and First Aid at Sea" for detailed instructions.
- c. If you are beyond helicopter range, advise your diversion intentions so that a rendezvous point may be selected.
- d. If there are any changes in any items, advise immediately. Should the patient expire prior to arrival of the helicopter, be sure to advise. Remember the flight crew are risking their lives attempting to help you.

PREPARATIONS PRIOR TO ARRIVAL OF THE HELICOPTER:

- a. Provide continuous radio guard on 2182 kcs, or specified voice frequency if possible. The helicopter normally cannot operate CW.
- b. Select and clear most suitable hoist area -- preferably aft with a minimum of 50 feet radius. This must include the securing of loose gear, awnings, antenna wire, trice up of running rigging and booms -- if hoist is aft -- lower flag staff.

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c. If hoist is at night, light pickup areas as well as possible -- be sure you do not shine any lights on the helicopter so the pilot is not blinded. If there are obstructions in the vicinity, put a light on them so the pilot will be aware of their position.

d. Paint searchlights vertically for aid in locating ship and secure when helicopter is on scene.

e. Be sure and advise location of pickup area before the helicopter arrives so that he may adjust for and make his approach to aft, amidships or forward as required.

f. Remember there will be a high noise level under the helicopter so that voice communication is almost impossible. Arrange a set of hand signals among the crew who will assist.

HOIST OPERATIONS:

a. If possible have the patient moved to a position as close to the hoist area as his condition permits -- TIME IS IMPORTANT.

b. Normally, if a litter is required, it will be necessary to move the patient to the special litter which will be lowered by the helicopter. Be prepared to do this as quickly as possible. Be sure patient is strapped in, face up with lifejacket if his condition permits.

c. Be sure patient is tagged to indicate what medication, if any, was administered and when.

d. Have patient's medical record and necessary papers in envelope or package ready for transfer with the patient.

e. Again, if the patient's condition permits, be sure he is wearing a life-jacket.

f. Change course to permit the ship to ride as easily as possible with the wind on the bow, preferably on the port bow. Try to choose a course to keep stack gases clear of the hoist area.

g. Reduce speed to ease ship's motion but maintain steerageway.

h. If you do not have radio contact with the helicopter, when you are in all respects ready for the hoist, signal the helicopter in with a "come on" with hand or at night by flashlight signals.

i. Allow basket or stretcher to touch deck prior to handling to avoid static shock.

j. If a trail line is dropped by the helicopter, guide basket or stretcher to deck with line; keep line clear at all times. Line will not cause shock.

k. Place patient in basket sitting with hands clear of sides or in the litter as described above. Signal helicopter hoist operator when ready for hoist. Patient signals by nodding head if he is able. Deck personnel give thumbs up.

l. If necessary to take litter away from hoist point, unhook hoist cable and keep free for helicopter to haul in. DO NOT SECURE CABLE TO VESSEL OR ATTEMPT TO MOVE STRETCHER WITHOUT UNHOOKING.

m. When patient is strapped in stretcher, signal helicopter to lower cable hookup, and signal hoist operator when ready for hoist. Steady stretcher from swinging or turning.

n. If trail line is attached to basket or stretcher, use to steady. Keep feet clear of line.

SAVE THIS CHECK LIST -- THE INFORMATION IS ESSENTIAL.

PROPOSED CHECK LIST FOR HELICOPTER TRANSFER DRILL

BRIDGE

- 1. Cruising condition set and maintained
- 2. Steering engine room manned and ready if underway
- 3. Word passed: No Smoking
- 4. MW 38(C), Fire Fighting and DC Manuals out for reference
- 5. Ship handling: wind 35° off bow; steady platform
- 6. Emergency boat made ready; lowered to embark deck; crew ready

COMMUNICATIONS

- 7. Signal flag made ready and properly used (KILO)
- 8. SP phones from bridge to helo op area
- 9. Radio telephone: patched in; bridge to helo
- 10. Established and effective in general
- 11. Hand signals arranged between personnel in helo op area
- 12. Plane Director proficient in control signals
- 13. Use of restricted maneuverability signal when appropriate

EQUIPMENT

- 14. Minimum two CO₂ fire extinguishers and PK dry chemical if so equipped
- 15. First aid kit, stretcher, and blankets
- 16. Two fire stations ready: hoses, nozzles, applicators and "Y" gates
- 17. Fire fighting suit and two OBA's
- 18. Ten five gallon cans of foam, two foam generating units
- 19. Red and Green flags and wands for signaling
- 20. Installed equipment prepared for use

DECK - HELO OP AREA

- 21. Clear location designated and marked
- 22. Doors and hatches (access openings) secured
- 23. Unnecessary personnel clear of area
- 24. Personnel dealing directly with helo wearing goggles and properly dressed
- 25. Loose gear or hazards secured or removed
- 26. Proper handling of wire and/or litter from helo
- 27. Two fire hoses charged to full pressure

GENERAL

- 28. Sufficient personnel assigned: fire party; first aider; bridge; engineering
- 29. Helo bill prepared and used
- 30. Organization effective
- 31. Minimum of noise and confusion
- 32. Leadership displayed
- 33. Safety precautions observed