

## MCAS Yuma Helicopter Checklist

Date: \_\_\_\_\_

Time: \_\_\_\_\_

Search     Rescue     Medevac     Mercy

Information on who is requesting Helo SAR support

Organization: \_\_\_\_\_

Phone Number: (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Point of Contact: \_\_\_\_\_

(At Requesting agency)

Location of Accident: \_\_\_\_\_

(Air Rescue Necessity? Lat/ Long, Range, Road, Intersection, Mile Marker, ETC.)

Type of Accident: \_\_\_\_\_

Number of Patients: \_\_\_\_\_

Medical Condition: \_\_\_\_\_

(Medical Rescue Necessity? Possible loss of Life?/ Limb?/ Eyesight?/ or prevention of aggravation of serious injury or illness)

Call sign and radio frequency of on scene units: \_\_\_\_\_

Lighting/ Marking of Landing Zone: \_\_\_\_\_

Responsible agency (Incident Commander): \_\_\_\_\_

Posse Comitatus:                      YES?(Prohibited)                      NO?(Proceed)

Commercial conflict of interest: YES?(Prohibited)                      NO?(Proceed)

Any quicker local/ State/ Federal/ resources: \_\_\_\_\_

MCAS Yuma Command Post controller will notify the SAR crew of a SAR alert and contact approving authority for mission approval. SAR crew **will** launch and coordinate mission approval in flight as needed on a case by case basis.

10 Minute Alert

0700-1700 weekdays w/ military flight ops

30 Minute Alert

1700-0700 weekdays, holidays, or no military flight ops.

## **"So Others May Live"**

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### Form Description

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Upon determination that MCAS Yuma SAR assets are necessary, the following information is required to facilitate a smooth and effective mission.

- Location: SAR utilizes Lat/ Long if available, Street or Highway names, or major landmark references.
- Communications: SAR has the capability of using VHF, UHF, and Wulfsberg. When requesting SAR, please give the on-scene crews call sign, frequency, and ensure PL tone is off. MCAS Yuma SAR's call sign is Rescue One.
- Type of Recovery: It is of great help to the SAR crew if they know ahead of time whether or not a rappel and hoist extraction is necessary, or if a landing recovery is more practical. Landing is the most desired method of recovery due to the increased safety of all concerned.
- Patient Status: Number of patients and types of injuries.
- Landing Zone (LZ) Preparation: The minimum landing for the SAR Helo is 60' by 60'. This distance is the minimum safe clearance for the helicopters main and tail rotor. Zone identification is preferred. The use of colored or white smoke is preferred during daylight hours for two reasons, (1) Location of the Zone and (2) Identification of wind direction. At night the use of lights, chemlights, and flares for marking the zone is recommended. Another important consideration is LZ description; Size, topography (level? The main rotor can dip as low as 5 feet), composition, and hazards/obstacles (Power lines, tall trees, cactus).
- LZ Operations: Approaching the aircraft should not be taken lightly. Numerous personnel hazards exist. When a ground crew member desires to approach the aircraft, it can be done only after permission has been granted by one of the SAR aircrew. Permission is obtained by pointing to the aircraft before entering the rotor arc. It is clear to enter the rotor arc when an Aircrewman gives you a "thumbs up" and waves you in or at night when the pilot flashes the landing light underneath the aircraft. There are 3 entrance and exit points; (1) Off the nose (Front) [12:00 position], (2) off the right door [3:00 position], and (3) off the left door [9:00 position]. Permission must also be granted the exit the rotor arc in the same manner as entering the rotor arc.

**\*\*\*\* UNDER NO CIRCUMSTANCES SHOULD PERSONNEL APPROACH THE TAIL ROTOR. THE TAIL ROTOR CAN NOT BE SEEN AT NIGHT. REMAIN FORWARD OF THE CABIN DOORS\*\*\*\***

- If a receiving facility can be determined prior to SAR's arrival, this information would be helpful to the SAR crew. If not, relay this information as soon as possible to the pilot and ensure the receiving facility is notified of an inbound, 10,500 pound helicopter. SAR can take two litter patients (6) with advance notice), or four ambulatory patients in addition to the paramedics.
- Safety precautions:
  - Make sure patients blankets, IV's, Oxygen and monitors are well secure. Winds created from the aircraft rotor wash can exceed 100 MPH.
  - Remain forward of the crew cabin doors. Aircraft exhaust exceeds 180 degrees F.
  - Take hats off (firmly secure helmets) and eye protection if available. Remove any objects that may become flying debris.
  - No smoking within 50 feet of the aircraft or while on board.
  - While on board, seat belts must be worn at all times. This includes the on board paramedics.