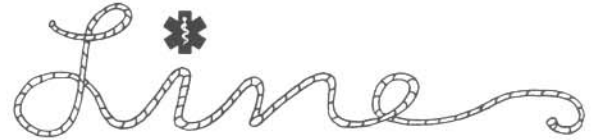




RESCUE



OFFICIAL NEWSLETTER OF THE TENNESSEE ASSOCIATION OF RESCUE SQUADS

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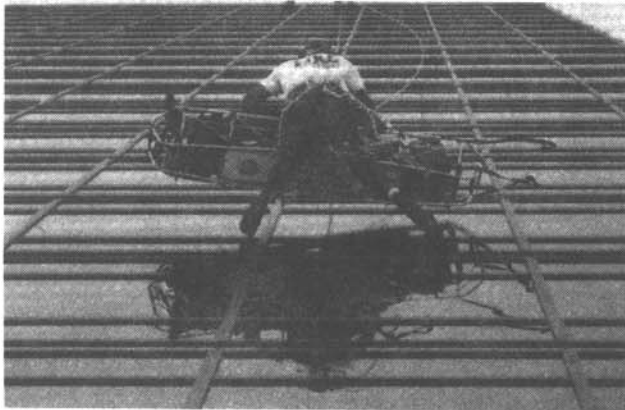
SPOTLIGHT ON . . .

By Steve Carden

PRESIDENT'S MESSAGE

By Vernon Debord

REGIONALIZATION OF SPECIALIZED RESCUE



Above or below grade level . . . both high angle and collapse rescue situations pose complex problems that require special equipment and training.

With ongoing efforts of TARS to start our first pilot programs in regional rescue teams during 1997, Part One of the following two part article will take a look at why we need to develop such resources.

In Tennessee, Rescue Squads and many Fire Departments assume a major role as primary responders to rescue incidents that involve, among other things, structural collapse, trench cave-in, confined space, industrial and agricultural accidents, water emergencies, and any number of situations where persons are trapped above or below grade level. These types of emergencies, while not as frequent as emergency medical calls and vehicular accidents, are being seen more often, especially in our growing urban areas. Generally, these emergencies can be grouped into a category of rescue called technical rescue. Technical rescue incidents are often complex, requiring specially trained personnel and special equipment to complete the mission.

Some complex technical rescue incidents last many hours or even days as rescue personnel must carefully analyze the situation,

obtain and place rescue equipment, monitor scene safety, and remove or neutralize hazards before they can finally stabilize and extricate the victims. Natural forces such as tremors, precipitation, and temperature often complicate technical rescue operations. Man-made hazards such as dangerous chemicals, flammable materials, and toxic atmospheres may force rescue crews to take additional time to ensure operations are conducted safely. Experience has shown that hasty rescue operations can endanger the lives of both rescuers and victims. At the same time, rescuers know that victim survival chances are often dependent on quick extrication and transportation to a hospital.

To deal with complicated rescue operations some rescue squads and fire departments have created special technical rescue teams. It is readily acknowledged that some units are better prepared than others to perform these complex rescues. The specialties and capabilities of individual teams vary greatly, depending on their level of training, number of trained personnel, and availability of specialized rescue tools and



equipment. Since around 85% of Tennessee's 100 + rescue squads and 500 + fire departments are volunteer units, funding and personnel constraints for technical rescue specialties support the need for regionalization of these type resources.

Local rescue squad and fire department roles are typically defined by the risks in their jurisdictions and the expectations which the citizens place on them. Most units are equipped to handle only the types of incidents that are most likely to occur in their area. Unfortunately, too many units are either unprepared or under prepared to handle technical rescue emergencies for several reasons.

Some of the primary reasons include:

- The cost of rescue technology is prohibitive.
- Some technical rescue emergencies occur too infrequently to justify large expenditures to train and equip units.

(SPECIALIZATION CONT ON PAGE 4)

With Convention just behind us I would like to thank Sevier County, Blount County, and Morristown Rescue Squads for an excellent convention. My congratulations to all winners of the competitions. Next year's convention will be in Chattanooga, Tennessee. Start making plans now to attend.

I would like to invite all of you to attend the Region Meetings in February. I am looking forward to seeing all of you throughout these meetings, and our State Officers will be visiting as many squad buildings as possible during our travels in February and June.

"Let us all continue to grow as one organization, with one purpose in mind."

I am very grateful for the support and kindness shown to me in electing me again as your State President for 1997. It is truly an honor to serve you in this position. I am looking forward to an even greater year in 1997. Let us all continue to grow as one organization, with one purpose in mind.

On behalf of myself, all my fellow officers, and the State Office, we are here to serve you. Please feel free to call on us anytime we can be of help.

I would like to take this opportunity to say I hope all of you and your families had the very Best of Holidays and to wish you all a very Happy New Year! "

STATE AND REGIONAL REPORTS

REGION II VICE PRESIDENT REPORT BY PAUL ROLEN

We just enjoyed one of the best Conventions that we have had. Almost 1,000 people were present. All events were attended well. A lot goes into hosting a Convention and I would like to thank everyone that helped make the Convention a success. I would like to personally thank all the members of the Sevier County, Blount county, and Morristown Squad for the many hours of hard work that were put into the Convention.

I would also like to thank Paul Potter for the many years of work that he has put into Region II. He has always been our friend and supporter. He will be greatly missed in this position. Thanks also goes to everyone who supported me to fill the Region II Vice President position. I will make myself available to any of you anytime that you need me. Do not hesitate to call if you feel that I can help.

We have had some recent missions that we need to mention, LaFollette Rescue Squad has been working a drowning recovery operation since back in May. Deep water in excess of 200' combined with heavy timber on the lake bottom and an uncertain location has denied a recovery to date. This has been a trying situation for everyone involved. We recently had a Region II Call Out to help with this mission. In spite of extremely bad weather we had an excellent turnout. We had 60 people from 11 agencies for a total

BOMBEROS TRAINING USED IN EL SALVADOR PLANE CRASH BY DOUG WARREN

For several years, TARS has been involved in the Central American Country of Guatemala. A total of eight individuals have been sponsored to come to Tennessee to receive instructor training and have returned to Guatemala sharing this training with their fellow "Bomberos." Two of those sponsored, Juan Ramon DeLeon and Carols Fuentes, trained a group of Bomberos from Guatemala City. The President of the Latin American Firefighters (includes Central and South America) is from Guatemala and was aware of the training efforts. He shared the knowledge of this training program at a meeting of the chiefs of this multi-national organization.

In the spring of this past year you may recall a tragic

of 480 manhours, who drove 932 total miles helping in this matter. My thanks go out to each of you. Sevier County had a search for a lost person in October and November. This search involved 375 people from 37 different agencies with a total of 3800 manhours. Even with the outcome of the search being a recovery, I feel we had a successful mission. We showed that different agencies can work together for a common goal. A well organized and coordinated search was conducted over an area covering 10 square miles. Some questions surrounding the victims disappearance may never be answered, but in the end the mission was accomplished. I would like to thank everyone involved in this mission. It would not have happened without a team effort.

Another boating accident in turbulent waters at Watts Bar Dam has claimed a life and resulted in another Regional Call-Out as this newsletter goes to print. The time and efforts by all is greatly appreciated by the Meigs and Rhea County Squads.

Remember the Region Meetings. Help make the 1997 Convention in Chattanooga a success. Support your Officers as they endeavor to manage the affairs of your squad. We need to make a team effort to make this Association grow and make each squad grow and work effectively together ■

plane crash occurred in the mountains of El Salvador, a neighboring country in Central America. The location of the crash made emergency response efforts virtually impossible. Officials, having recently heard of the Guatemalan rescue training, sent a request to Guatemala for their assistance in the rescue efforts. The Guatemalan military flew the specialized team to the site of the plane crash and they were the first to arrive on the scene. You may have seen them on the CNN coverage of the incident. TARS was identified as the organization that made this effort possible. This is only one example of how we can reach out and impact people beyond our borders. ■

REGION I VICE PRESIDENT RON SMITH

First, I would like to thank the members of the Association for allowing me to serve as an Officer again this year.

With the Convention behind us, we look forward to another great year of expanding through remodeling, building additions, and more training. Several squads have competed building and remodeling projects this past year and several are starting now. I feel that every squad has improved this past year in some way. This year's convention was a perfect example of that with the competition that was shown by all. To me every team that competed was a winner.

It makes me proud to be an officer in the Association where every member is truly a professional. I hope every squad will continue to work to become even better. I am looking forward to seeing everyone at the region meetings. If I can be of assistance to anyone feel free to give me a call and I will be glad to help in anyway I can. May everyone have a happy and prosperous New Year! ■

STATE VICE PRESIDENT BY JOHNNY TUMMINS

I would like to take this time to say thanks for attending this years convention and for all of the support I received. I am looking forward to serving you as your State Vice President in the upcoming year.

We have a couple of classes in the developing stages for you and your squads. We hope to have them ready soon.

As Chairman of the Membership Committee, I challenge all squads and departments in the Association to increase their membership by at least five members. That would give our Association a ten percent (10%) increase in membership.

I am looking forward to seeing you on our region travels. If I can be of assistance, I am just a phone call away.

STATE SECRETARY WAYNE COLE

MERRY CHRISTMAS & HAPPY NEW YEAR! ■

STATE HISTORIAN BILL SOWELL

I hope all TARS members had a Merry Christmas and are having a Happy New Year. There were two new TARS Officers elected at the Convention. Let all of us give these two new Officers our support. I am looking forward to the February Region Meetings and I hope all TARS members can attend their respective region meeting. ■

WHAT IF . . .

What if you had a fire,
and no one came?

No one to protect your family
From the awful smoke and flames.

What if you were hurt in an auto
wreck

And no one came?

No one to remove you from the
wreckage

And there you would remain.

What if you had a missing child
And no one came?

No one to search for your loved
one

In the heat, the cold, the rain.

What if you needed other help,
And no one came?

No one to help in your time of
need,

Now that would be a shame.

But we won't let this happen,
And you can rest your fears,
So when you go to bed tonight,

THANK GOD FOR VOLUNTEERS!

Dewey Edwards
Robertson County Rescue Squad

A portion of the costs of this newsletter has
been provided for by VFIS of Tennessee



TRAINING AND SAFETY

SNOW PREPS - PREPARING FOR RESPONSE IN SEVERE WINTER WEATHER BY RICHARD LAND

EXTRICATION UPDATE SEMINAR TO BE OFFERED AT FEBRUARY REGION MEETINGS

A four hour seminar will be conducted from 1:00 pm - 5:00 pm at each Region Meeting location in February. The seminar will look at updated stabilization techniques and new auto design considerations such as side air bags. The seminar cost will be \$5.00 and participants will receive a certificate and 0.4 C.E.U.

Rescue workers in Tennessee have witnessed severe winter storms in three of the past four winters. Tennessee residents are not accustomed to such severe winter storms, and the preparedness and dependence upon our rescue services has continued in these times of trouble. Many rescue services have seen their mission change and may wish to reassess the response needs when ice and severe snowstorms threaten.

In the late sixties, the Jonesborough Rescue Squad displayed an old tracked Snow Cat outside its building. The scarcity of snowfall of sufficient depth to use that vehicle proved it of limited use, but we all recognize the need for mobility of emergency services in winter weather, to meet extra response demands that may occur when power is disrupted, roads are icy, and the public becomes more dependent upon emergency services. Whether or not your squad has the resources to provide major response, you can support the operations and coordinate efforts with other public agencies.

Several factors should be considered in preparing for severe winter weather operations. All vehicles should be winterized to assure cold weather performance, including preventive maintenance such as checking the radiator, hoses, thermostats, and antifreeze levels. Defroster and heaters should be operable, and windshield wiper blades and deicer fluid replacement should be considered. Sources for replacement parts should be checked to assure immediate supply. Tires may need replacement, and lugged snow tires and/or chains may be acquired for front line vehicles.

Extra equipment and supplies may be considered for placement on vehicles. Salt or deicing compounds, sand or kitty litter may be carried. Extra flashlight batteries and rechargeable batteries for radios and medical devices should be considered. When exposed to low temperatures (below 40 degrees F) batteries do not perform as well or last as long.

Extra blankets, heat packs, and additional outerwear (hats and gloves, too) and changes of clothing should be included. A small folding

shovel, broom, and waterproof over gloves may prove useful. Some items normally reserved for the crash truck may also prove useful to allow access to other vehicles. A chain saw or small folding saws may be needed to clear downed limbs. Tow devices and chains, and a come-a-long could be used to move disabled vehicles.

Prolonged travel times and delays due to slowed or stalled traffic may be anticipated. Drinking water and hot thermos bottles with beverages for crew members should be considered.

When the typical thirty minute trip turns into a three hour ordeal, you may also desire some personal conveniences. Snack foods and other refreshments, such as hot chocolate, are desirable for both crew members and stranded motorists or victims.

The emergency medical services in your community may depend upon the rescue squad for additional assistance during severe winter storms. Rescue squads are the source of four-wheel drive vehicles and additional trained personnel familiar with the area of operations. In over twenty localities in Tennessee, the rescue squad provides the emergency ambulance services.

Moreover, in such times, the added transportation requirements may increase demand upon the local EMS agency. Patients who are ambulatory and would normally rely upon transport by private vehicle may request assistance. Shut-ins and the elderly, or populations affected by loss of power, may need evacuation to shelters.

Some squads have maintained a Suburban or other four-wheel drive vehicle for such contingencies. If this is the case, State EMS officials caution that the modification of such a vehicle with an ambulance cot and stretcher restraint may impose legal liabilities. Such conversion is not authorized under the EMS law. Also, the work area that could be dedicated to patient care or other utilities is not well utilized.

The "critical work area" to render resuscitative care requires a 39 inch

space above a patient. This can be accomplished in a Suburban if a spineboard or emergency stretcher is used, secured at or slightly above floor level. This occasional use can be legally allowed when available licensed ambulances cannot provide services under "disaster" situations. The recognition of a "snow emergency" by local emergency management officials may authorize such action. Squads should also check with their insurance carriers to confirm coverage for such activities.

In some snow emergencies, the private four-wheel drive vehicles of rescue squad crew members or other emergency personnel may be pressed into service. The vehicle owners should check their insurance to see if these activities are covered. Some insurance companies will issue a temporary rider to the emergency service insurance policy to cover such operations.

In the worst cases of severe winter storms, a "State-of-Emergency" declared through the Tennessee Emergency Management Agency (TEMA) may mobilize state resources. In 1993 and again in 1994, the assistance included activation of National Guardsmen to provide four-wheel drive vehicles and other aid in the most severely affected areas.

Monitoring weather reports and preparations for snowy weather have changed between the time most of us were school children and what we as rescuers experience today. The public depends upon its emergency responders, just as the postman, to deliver essential services "through rain, hail, sleet, and snow." Let's hope that we prepare to perform this role safely and effectively. ■

Editor's Note: Richard Land is the Director of Licensure with the Emergency Medical Services, Tennessee Department of Health. Mr. Land was a member of the Knoxville Volunteer Rescue Squad in the early seventies, and was the initial EMS Consultant serving in East Tennessee. Since 1981, he has served as a liaison with the Tennessee Association of Rescue Squads for the Division of Emergency Medical Services. ■

EVENTS CALENDAR

1997 TARS MEETINGS

FEBRUARY REGION MTGS

REG I BEAN STATION 2/01
REG II MEIGS COUNTY 2/08
REG III WILLIAMSON CO 2/15
REG IV WEAKLEY CO 2/22

BOARD OF DIRECTORS

MARCH 15 - COOKEVILLE
JULY 19 - MURFREESBORO

1997 ANNUAL CONVENTION

OCT 2,3,4-CHATTANOOGA, TN

RESCUE COLLEGE

INSTRUCTOR I - JAN 24 - 26
MORRISTOWN RESCUE

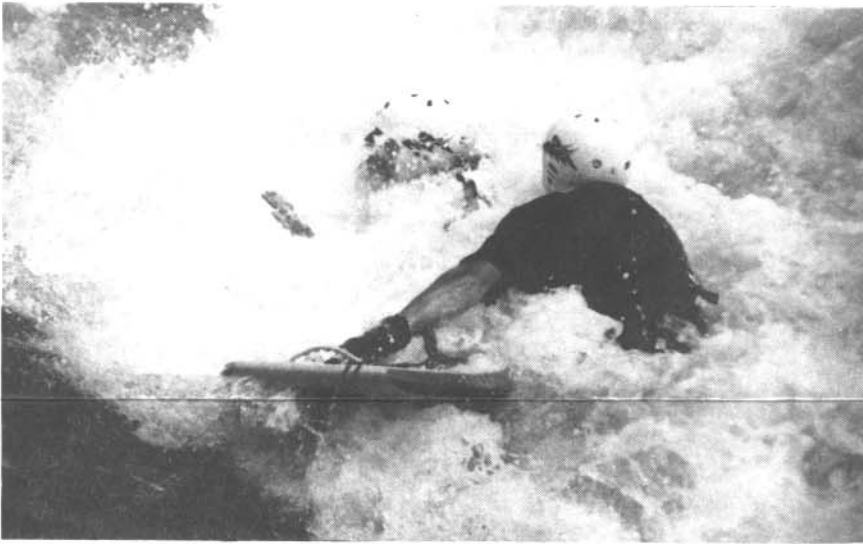
MANAGING SEARCH OPS
JAN 27 - 31PIGEON FORGE, TN

FARM RESCUE - MAR 7 - 9
DOVER-STEWART CO

ADVANCED VISUAL TRACK -
MAR 24 - 28 FALL CREEK
FALLS STATE PARK

BASIC VISUAL TRACKING
APR 28 - 30 ROAN MOUNTAIN
STATE PARK

Specific information regarding meetings and training will be mailed to each TARS unit usually 30 days in advance. Training classes and dates are subject to cancellations or rescheduling.



Photos above capture the force of whitewater: Top, Olympic athletes challenge the currents with paddles and Canoe. Bottom, Rescuer's tools of the trade include the Boogie Board and a good personal flotation device. (Notice both groups undoubtedly have hard headed determination and appropriately covered such with helmets.)

TARS ACTIVITY IN SUPPORT OF THE '96 OLYMPICS A SUCCESS BY DOUG WARREN

The Ocoee River located in Polk County, Tennessee served as the site for the Canoe and Kayak Competition of the 1996 Olympics. Some 86 rescue personnel from across the United States merged to comprise the Swift Water Rescue Team for this event. Chuck Gerring of Wausau, Wisconsin served as the liaison and coordinator of the team. Randall Bates, a TARS member from Polk County, headed the operations of the team.

TARS played an instrumental role in the rescue aspects of the Olympics in Tennessee. About 26 members of the swiftwater rescue team were members of TARS.

Also, additional TARS members volunteered for fire and medical services and rescue services in the Polk County area. An estimated 50 members of our Association were involved in this international event.

Some members played major roles including John Ammons, Parker Lowndes, and Doug Warren, who served as section leaders for this event.

Olympic volunteering started on July 6 when the Olympic course was officially opened to the world athletes for practice runs. The actual Olympic competition took place on July 26 - 28.

(See Olympics on Reverse Flap)

(Olympics con't from front flap)

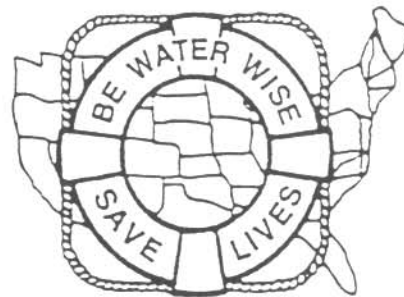
Swiftwater rescue personnel were selected after completing several days of training in swiftwater rescue. Rescuers' came from a variety of backgrounds and training philosophies. They started two years before the event. About 65% completed the new TARS swiftwater training course, recipient of the 1996 Region IV National Water Safety Council Award. Potential team members were required to work the 1995 and 1996 World Cup Challenges and the U. S. Olympic team trials, all held on the Ocoee River. After being selected each member was subjected to FBI background and security checks. Each team member also had to go through several days of additional training, practice, orientations and briefings. This training included

proper foreign etiquette, security, crowd control, communications, Olympic operations and procedures, explosive ordinance recognition and many other matters.

During the event some 14 athletes were rescued from the violent waters of the Ocoee. The rescue team was successful in every rescue

including the recovery of all athlete equipment. The dangerous waters of the Ocoee proved hazardous for the rescuer's as well. Eric Lutz of Greenville, S.C. suffered a broken leg while practicing a rescue swim above the hydraulic known as "Humongus".

The event proved an excellent opportunity for sharing rescue techniques of rescuers' from all across the United States. ■



TARS WINS NATIONAL WATER SAFETY AWARD

The Tennessee Association of Rescue Squads was the winner of the 1996 National Water Safety Congress Regional (NWSC) Award of Merit for Region IV this past year. This achievement was based on the successes of the TARS Swiftwater Rescue training program over the 1995 and 1996 period. Only one Regional Award of Merit is given in each of the eight regions of the NWSC each year. Mr. Mike Crowson, Region IV Vice President NWSC, presented the award to Swiftwater instructor, Randall Bates and TARS Training Coordinator Morris Simpson at the Board of Directors meeting during the convention in Pigeon Forge last October. The award is now on display at the TARS State Office.

Over 200 people have successfully completed the TARS Swiftwater training program the past two years. Several of these people have been from different states in the Southeastern U. S. The success of the training program and the direct involvement of TARS in supporting the Olympic Whitewater events led to the purchase of a specially built "Wells Cargo" trailer, which housed the Swiftwater Rescue Team's equipment during the Olympics. The equipped trailer now will be used in support of the continuing training program and future whitewater events, as well as possible deployment in a regional team capacity if sudden flooding conditions were to warrant it. ■

- The cost of training and/or the amount of time required to meet and maintain training standards is prohibitive.
- Some rescue personnel may be unaware of new technologies and their advantages over older technologies.

While these reasons are understandable, it is thought that every local unit should still train personnel to an awareness level that would allow them to distinguish between incidents that they can handle and incidents that need a rescue team with more advanced training and equipment. Awareness level training could also incorporate basic rescue procedures that first arriving personnel can attempt safely with the equipment they have available. Since regional rescue teams would be composed of members from multiple units, immediate response would be difficult and could never replace the need for local resources, but only support their efforts.

The very reasons previously mentioned as to why many rescue and fire units are not prepared to deal with complex rescue incidents are the biggest factors in support of developing regionalization of specialized rescue teams. The purpose of regional response teams is to equip and train one team that can respond to incidents occurring in a given geographical area. The ideal model is to share the cost of buying equipment and training personnel among several units. These teams could then be available, upon request, to effectively deal with conducting specialized rescue operations in support of local efforts virtually anywhere in our State.

Many challenges must be met to enable this concept to become a reality. One obstacle that can exist is the fact that rescue capabilities are compromised when jurisdictions are unwilling to share resources or form mutual aid agreements. When a unit does not have the proper equipment or training for a specific type of rescue, it may try to

perform the rescue without that equipment, even though a trained and available team has it. This situation can compromise the safety of the rescuers and prevent the delivery to the citizens of the best available services. It is hoped that continuing education of awareness level training and involvement of selected personnel from various locales in regional response teams will build confidence and acceptance of the regionalization concept.

Other factors that must be considered are the risks that are faced which will dictate the types of teams to be formed. Most certainly we must consider our industrial facilities, mountainous terrain, confined spaces, bodies of water, and the threat of an earthquake or terrorist attack. We must also take into account what technologies are needed to maintain compliance with regulations and standards. Regulations dictate how a rescue must be performed, whereas standards suggest how to perform a rescue. The implementation of

Federal regulations from agencies such as the Occupational Health and Safety Administration (OSHA) means that rescue teams will no longer be able to perform certain rescues unless they have the proper equipment and training. In fact, the abilities of any technical rescue teams that may be comprised will be dependent on three main factors; the training level of its members, the number of trained personnel, and the team's equipment and tools.

In the next newsletter, Part Two will examine which areas of specialized rescue we are focusing upon and how we are proposing the development of regional teams within TARS. ■

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Technical Rescue Technology Assessment, United States Fire Administration; Federal Emergency Management Agency

Rescue Magazine Published Bi-monthly by JEMS Communication



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