
NZLSAR News

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**13th annual New Zealand Alpine Search Dogs Training and Evaluation Week
10th – 16th June 2001**



This year 20 Dogs and 17 Handlers attended the autumn training and evaluation week for avalanche search dogs at the Cardrona Ski area. Six civilian dogs and three Police dogs returned for re-evaluation to operational status, five novice dogs returned for evaluation to operational status and six trainee dogs joined the ranks aiming to graduate with novice status at the end of the week.

The beginning on the week saw very cold conditions with adequate snow for the

duration of the course. Tuesday and Wednesday daily temperatures had risen and there was a hint of rain in the air, Thursday and Friday saw two days of tropical rain storm so all in all the weather played its role in presenting near to operationally perfect conditions for the course. The standard of new dogs and handlers attending the course this year was very high reflecting in the success rate at final assessment on the Friday.

Graduates from the course were:**Avalanche Operational**

Name	Residence	Dog/s
Brent MacDonald.	Queenstown.	Winnie & Ella.
Keith Raymond.	Queenstown.	Oscar.
Robert Gibson.	Cardrona.	Alo.
Sergeant Wally Kopae.	Invercargill.	
Constable Mike Hore.	Invercargill.	
Constable Allan Fiddes.	Dunedin.	
Constable Tim Yates.	Timaru.	
Dave McKinley.	Twizel.	Rocky
Mark Phillips.	Foxes Peak.	Tetra.
Simon Trotter.	Christchurch.	Zak & Poppy.
Phil Couch.	Turoa.	Bess.

Avalanche Novice

Brian Heward.	Cardrona.	Nanook & Kito.
Karyn Dehler.	Mt Hutt.	Sierra.
Mal Potter.	Christchurch.	Red.
Petra Specht.	Ohakune.	Noosa.
Richard Norris.	Mt Olympus	

Avalanche Trainee

Micheal Ward	Mt Hutt	Flash
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Alongside the avalanche training and assessment we were able to evaluate civilian dogs and handlers for Area (Bush Wilderness) search.

Area Operational:

Brent MacDonald.	Queenstown.	Ella.
Marie Francis.	Queenstown.	Tia.

Area Novice:

Dave McKinley.	Twizel.	Rocky.
Mark Phillips.	Foxes Peak.	Tetra.
Mal Potter.	Christchurch.	Red.

This year finally sees a national dispersion of operational avalanche dogs able to respond efficiently to all major skifields and avalanche hotspots throughout the country in conjunction with the NZ Police Dog Section. The Nelson and Lakes area is the only area not effectively covered, although an operational Police dog is located in Wellington. Many thanks must go to the New Zealand Police for providing assessors, dogs and handlers and support. Also to NZLSAR Inc. for their assistance and financial support in flying two civilian handlers down from Ohakune. Finally thanks to the instructors, the cook and the participants who all made the course once again a huge success.

Robert Gibson
Cromwell

ICOM Protection

NZLSAR has recently received a most generous donation from Foot Science International, Sockburn, Christchurch of 3000 plastic bags suitable for the protection of the VHF handheld radios. The bags are 135 mm x 355/375 mm (internal to zipper/overall). It should be noted there is a 3 mm hole through the bag close to the zipper so need to be used inverted. They are reasonably robust and should give good service with a dryer radio in wet weather. They are available in bundles of 50 by contacting the national office.

John P Tristram NFO

Restricted Airspace

At a couple of meetings I have recently attended the question "can flying be restricted in a search area and how is it done" has been raised. The answer is a NOTAM! Paul Brennan below explains who applies for it, how is it applied for and just what does it all mean. JPT

Legislation

Under the Civil Aviation Act 1990, the Minister is empowered to make Civil Aviation Rules regarding the designation of airspace for special use.

Airspace may be restricted only:

- ?? in the interests of safety or security in the civil aviation system, or
- ?? in the interests of national security, or
- ?? for any other reason in the public interest.

Under Part 73 of the Civil Aviation Rules, temporary restricted areas can be designated only where the Director considers it necessary in the interests of aviation safety or security or of the public interest, and only within the territorial limits of New Zealand. They must be as small as practicable consistent with the activities within the area.

The Director must specify the type of activity for which the area is designated, and a controlling authority (gate-keeper) to control entry and operation within the area. Where the Police ask for an area to be restricted, the requesting office is identified as the controlling authority and any requests for entry are directed to that office.

Restrictions imposed under Part 73 require the pilot to comply with conditions imposed by the controlling authority for the area. They do not in themselves prohibit entry but the conditions may include refusal of a request to enter. In such cases, subsequent entry is an offence.

Guidelines

Applications for the temporary airspace restrictions are assessed on a case-by-case basis. An application may be granted if any of the following apply:

- ?? a number of aircraft are involved in a major search and rescue or civil defence operation and it is likely other aircraft will affect the safety of the operation (civil aviation safety), or
- ?? there is a major accident involving radioactive, toxic or explosive materials that could endanger aircraft (civil aviation safety), or
- ?? there is an incident involving firearms that could endanger aircraft (civil aviation safety), or
- ?? there is concern for the security of a head of state or equivalent person requiring additional protection (national security), or
- ?? other aircraft could inhibit the movement of emergency services to, or civil defence action at, an accident site (public interest), or
- ?? a police operation such as a drugs raid or the protection of juror identities depends on a prior media blackout (public interest), or
- ?? the intrusion of aircraft would have a major adverse effect on a large public event (public interest).

An application may also be justified if:

- ?? the presence of other aircraft (including media helicopters) at an accident or incident scene is inhibiting emergency services in providing assistance, or
- ?? a body recovery operation is in progress at an accident scene and the presence of

other aircraft is inhibiting emergency services.

The media

It is neither consistent with the Civil Aviation Act 1990 nor appropriate to impose airspace restrictions solely to exclude the media in the public interest.

Neither the Police nor the CAA has a mandate to judge what it is appropriate to broadcast. Failure by the media to comply with the Broadcasting Act 1989 may result in a complaint to the Broadcasting Standards Authority, which can impose penalties of up to \$100,000.

Applications

Make the application to:

During normal business hours, the **Aeronautical Service Approval Unit**

Outside normal business hours, the duty **Search and Rescue Mission Co-ordinator**

Supply the following information:

- ?? The location. Identify this by name, recognisable feature, or latitude and longitude. Do not use grid references.
- ?? The extent of the area. Define the lateral extent using a circle of given diameter around the location. Alternatively, use lines joining the corners of the area to describe its boundaries. The lateral extent must be as small as practicable and the minimum necessary to contain the activity the airspace is being designated for. In most circumstances between 1.5 and 3km would be appropriate. The vertical extent should in most cases be between about 300 and 600m, although this could be increased for an emergency affecting a large area, such as a toxic gas release.
- ?? The duration. Usually, this is from the time of the application until the event is expected to be concluded. Give the best possible estimate.

?? The name of the controlling authority. Give the name and office of the officer in charge of the operation.

?? A contact telephone number or other immediate means by which pilots can contact the controlling authority to request entry.

Notification

The CAA will arrange for the Airways Corporation NOTAM office to issue a notice that the restriction has been approved.

The office will telephone the controlling authority to advise that the notice has been issued and give the number assigned to it. If this confirmation is not received within an hour of the request, telephone the office and ask for the number.

The NOTAM service may not be available to pilots who are in isolated areas or who do not file a flight plan. If aircraft are being used for the operation, instruct the pilots to advise any non-operation air traffic in the vicinity that a restricted area has been imposed and to quote the number.

Control

Any aircraft entering the area after being advised of the restriction or refused permission to enter should be identified.

The pilot may be prosecuted under the Civil Aviation (Offences) Regulations 1997 for failing to comply with Civil Aviation Rule Part 91.129(a). Police considering such action should contact the Manager, Law Enforcement, CAA during business hours.

Voluntary compliance

In situations where it is preferable that aircraft do not fly over an area but there are no grounds under the Act to impose a restriction, consider asking local air user groups for voluntary compliance. This approach has been used in the past, particularly for major public events, and has been very successful.

Paul Brennan

Inspector, Emergency Management

Committee news

At its May meeting the Committee discussed the procedure it used to assemble information to compile the Business Case for financial assistance from Police. To formalise the actions currently being carried out the following resolutions were passed.

Resolved that a Finance Subcommittee be created.

Resolved that this Finance Subcommittee be empowered to set deadlines and proformas for budget bids.

Resolved that the Subcommittee set financial targets where necessary and disregard financial bids which are late.

Resolved that the powers of the Finance Subcommittee is to review against business plan spending and to make recommendations to any reallocations or other expenditure requirements.

These resolutions were passed with the intention that the procedures be carried out in a more orderly fashion.

John P Tristram
NFO

Awards presented to Bill Jackson in Kaikoura for 30 years service to SAR.

On Friday 18th May 42 people had a dinner at the Fyffe Country Inn at Kaikoura to witness the presentation of two awards to Bill Jackson (ZL3PZ) for the 30 years service he has given to SAR in Kaikoura.

The first award was a New Zealand Land SAR Award. This was presented on behalf of NZLSAR by Sherp Tucker, Region Five Chairman. The second was a District Commanders Award presented by Sgt Tony Yardley, on behalf of the Nelson District

Commander who was unable to attend (as was his delegated deputy Inspector Hugh Flower whose health prevented him attending at the last minute).



Bill was nominated for the SAR award to recognise the 30 years selfless assistance he has given to SAR in Kaikoura. He has been pivotal in the setting up, maintenance and operation of the communication equipment in the control van that is as good as most large centres could wish for. Without Bill's efforts over the years Kaikoura would not have as effective a SAR group as we have now.

Bill's wife Shirley was presented a bouquet of flowers as a token for the interruptions she has put up with over the years when Bill has gone off at no notice, any hour of the day or night to run the communications for a search.

Soon after the Kaikoura SAR group was established Bill became involved with it through AREC and he has given 31 years of service to our group which owes him a huge debt. We would not have anything like the set-up we have if it were not for his input and leadership in the communications area. Bill has put the time in to set up all the radios in the radio room so that any of the operators can go in and get the radios going in a few

seconds. Everything has its place and is stored securely so that the caravan can be shifted without damaging the equipment and it can be working very quickly after shifting.

Bills technical knowledge has been vital to our effectiveness and with his willingness to do what is needed, when it is needed has made Kaikoura SAR a successful organisation. He has always been prepared to get out of bed when asked for any call-out and selflessly sat in the radio room relaying messages or just waiting for action when it has been a false alarm. Bill has not complained, although he has never been reluctant to point out where improvements in the workings of SAR can be made, or if the necessary procedures not followed. Even if others don't appreciate it, Bill can see that a procedure, if followed properly, can save everyone problems in the long run.

Bill Dowle,
Secretary,
Kaikoura SAR.

A joke, a pertinent observation or the realities of life at base?

When a certain Hamilton individual was asked if he would be interested in helping out at FHQ at some stage during a 2 day SAREX the response was - " Hell no, the FHQ is like a two day long committee meeting. I would far rather be in the field thank you."

Barry Were
Adviser, Waikato District

Field Guide and Workbook

The Field Guide was written and published at the beginning of the period when a number of initiatives by NZLSAR were just starting to be accepted and to have some effect. These included the promotion of the courses run by Emergency Management Ltd. through the regional training grants, the introduction of Standards and more recently the Managing Search Operation courses. Through these and other training, tremendous changes have occurred in the way searches are now run in New Zealand. Many of these changes, especially modern search techniques, are not dealt with in the Field Guide. Current stocks of the Field Guide are virtually zero and it is planned to publish a revised edition towards the end of this year.

Particular sections that have been identified in need of substantial revision are

Communications and Search Techniques. The Search Techniques section, in particular, needs to reflect the modern search techniques that are now used across the country. Most other sections require varying degrees of minor revision.

Once the Field Guide revisions have been "bedded down" the Workbook will be revised and republished to ensure that the two publications line up.

While we have identified many of the changes that need to be made to these two publications, we would like to receive any comments, suggestions etc that people may have on the content, layout, errors etc in the current publications or any additional sections that should be added. Please send any comments either to the Field Officer, John Tristram, at **NZLSAR, PO Box 12081,**

Thorndon, Wellington, Fax 04-498-7406 or email: tristram.nzlsar@xtra.co.nz or direct to me at roscoet@xtra.co.nz.

Any and all contributions would be most welcome.

Roscoe Tait
Chairman, NZLSAR Training Subcommittee

2000 – 2001 Land Search and Rescue Statistics

A highlight this year has been an increase in the recording of land search and rescue incidents. The number at 407 Class II operations is up considerably from the previous few years and one needs to go back to the 95/96 year with 398 for a close approximation. The total number of class I and II operations on land are 545.

I do not believe the increase is due to a greater number of search incidents but can be attributed to diligence on the part of Police in capturing the statistical data in a more thorough manner.

Search and rescue within New Zealand has grown from strength to strength over the past few years. In order to ensure the system is operating efficiently there is a need to critically examine what we do and how we do it. Accordingly there may be a number of reviews over the next 12 months, all with the aim of improving the current system and an updating of plans policy and procedures at a national level.

I recently did a review on the ratio of the hours spent by one SAR organisation volunteers in training compared to those spent operationally. It appeared that ten or eleven hours are given by the members for training and acquiring the skills required relative to each hour spent actually searching or rescuing. With many other Districts participants in a similar situation this is a commendable contribution to society and I would extend the Police Departments and my most sincere thanks to all those involved.

While your Police SAR Officer will have the full report and can be perused upon request, below are some of the details:-

District totals for Class II operations

District	No	District	No
Auckland	3	Bay of Plenty	43
Canterbury	75	Central	60
Counties/Manukau	Nil	Eastern	15
North Shore/Waitakere	5	Northland	8
Southern	78	Tasman	58
Waikato	19	Wellington	43



Operation information. Last years interim figures in parenthesis

Problem Type		Activity Type		Injury Type.	
Alcohol	(1)	Aircraft Accident	19 (8)	Abrasion	3 (8)
Attempted suicide	(2)	Camping	9 (7)	Arm	6
Avalanche	3 (4)	Caving	3 (1)	Bruising	15 (2)
Equipment	13 (9)	Climbing	41 (25)	Coronary	2 (2)
Homicide	2 (1)	Cycling	3 (4)	Dislocate	7 (5)
Inexperience	(5)	Fishing Shore	(8)	Fatal	42 (42)
Medical	140 (91)	Gliding	4 (1)	Fracture	23 (23)
Navigational	120 (96)	Hunting	62 (37)	Gunshot wound	1 (1)
Other	196 (103)	Motor Accident	12 (1)	Head	5 (6)
Overdue	(14)	Orienteering	12 (5)	Hypothermia	25 (22)
Rivers	20 (20)	Other Land	99 (41)	Internal	2
Suicide	20 (16)	Running	8 (1)	Laceration	12 (7)
Weather	30 (5)	Skiing	6 (5)	Leg	17 (10)
		Tramping	158 (119)	Medical Condition	17 (8)
		Walking	92 (38)	Multiple	28 (13)
		Working	17 (10)	Spinal	1 (5)
				Sprain	32 (13)
				Torso	1 (1)

Gerard Prins

Coordinator Search and Rescue. Office of the Commissioner.

NZLSAR Inaugural National Conference

NZLSAR national committee has agreed that the time is right and there is a need for a national conference. Money has been set-aside in the budget to allow for such an event and volunteers from the Canterbury District have offered assistance to run the event in the Christchurch area.

The date is not yet final, but a weekend sometime in 2002, around mid-year, is the most likely at this stage.

We are looking for volunteers and ideas for activities to run, and to assist with the organising of the event. Volunteers from the Christchurch area are most welcome for the organisational side of the conference, but anyone from around the country that has any suggestions, or is prepared to submit a paper

for discussion, or to be a speaker, are also most welcome.

We are working on having an international keynote guest speaker that should make attendance very worthwhile.

While attendance will be at your own cost, maybe Areas and Districts can work on some fund raising to allow members to attend. All attempts will be made to keep the cost of attending the conference itself as cheap as possible.

Any ideas for papers, workshops, forum sessions, displays, etc, are most welcome.

Steve Davis

For NZLSAR National Committee

Editors Comments. A big thank you to **Robert, Paul, Bill, Roscoe, Gerard and Steve** for your articles. To those who proof read and check the spelling and grammar, thank you also. Copy for the **October News** is most welcome and the close-off date is **Monday 24 September**. Articles on gear, SAR training or operations are most welcome. Please either mail as neatly hand-written, printed hard copy or on a disc to **NZLSAR, PO Box 12081, Thorndon, Wellington**. Alternatively email it to **tristram.nzlsar@xtra.co.nz** Even if you have some thoughts on an article but are diffident in putting pen to paper, feel free to give me a ring on **04-470-7247** and we can talk it through. Regards **John P Tristram**, National Field Officer