

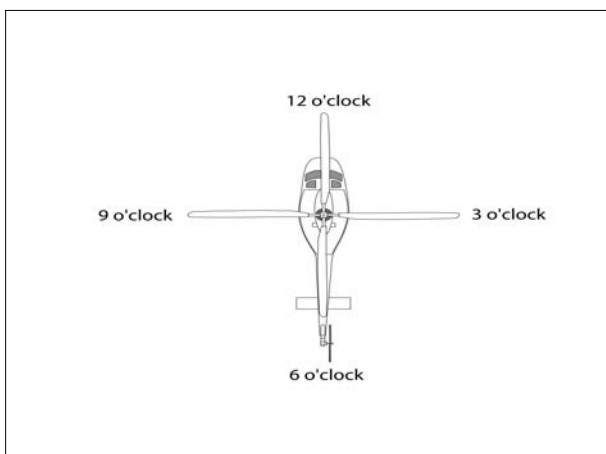
### e. Helping the Flightcrew Locate the Scene

1. If the LZ coordinator has access to a GPS unit, the exact latitude and longitude of the LZ should be relayed to the HEMS pilot. If unable to contact the pilot directly, relay the information to the HEMS ground communications specialist for relaying to the pilot, so that they may locate your scene more efficiently. Recognize that the aircraft may approach from a direction different than the direct path from the takeoff point to the scene, as the pilot may have to detour around terrain, obstructions or weather en route.

2. Especially in daylight hours, mountainous and densely populated areas can make sighting a scene from the air difficult. Often, the LZ coordinator on the ground will be asked if she or he can see or hear the helicopter.

3. Flightcrews use a clock reference method for directing one another's attention to a certain direction from the aircraft. The nose of the aircraft is always 12 o'clock, the right side is 3 o'clock, etc. When the LZ coordinator sees the aircraft, he/she should use this method to assist the flightcrew by indicating the scene's clock reference position from the nose of the aircraft. For example, "Accident scene is located at your 2 o'clock position." See FIG 10-2-6.

FIG 10-2-6  
"Clock" System for Identifying Positions  
Relative to the Nose of the Aircraft



4. When the helicopter approaches the scene, it will normally orbit at least one time as the flight crew observes the wind direction and obstacles that could interfere with the landing. This is often referred to as the "high reconnaissance" maneuver.

### f. Wind Direction and Touchdown Area

1. Determine from which direction the wind is blowing. Helicopters normally land and takeoff into the wind.

2. If contact can be established with the pilot, either directly or indirectly through the HEMS ground communications specialist, describe the wind in terms of the direction the wind is *from* and the speed.

3. Common natural sources of wind direction information are smoke, dust, vegetation movement, water streaks and waves. Flags, pennants, streamers can also be used. When describing the direction, use the compass direction from which the wind is blowing (example: from the North-West).

4. Wind speed can be measured by small hand-held measurement devices, or an observer's estimate can be used to provide velocity information. The wind value should be reported in knots (nautical miles per hour). If unable to numerically measure wind speed, use TBL 10-2-3 to estimate velocity. Also, report if the wind conditions are gusty, or if the wind direction or velocity is variable or has changed recently.

5. If any obstacle(s) exist, ensure their description, position and approximate height are communicated to the pilot on the initial radio call.