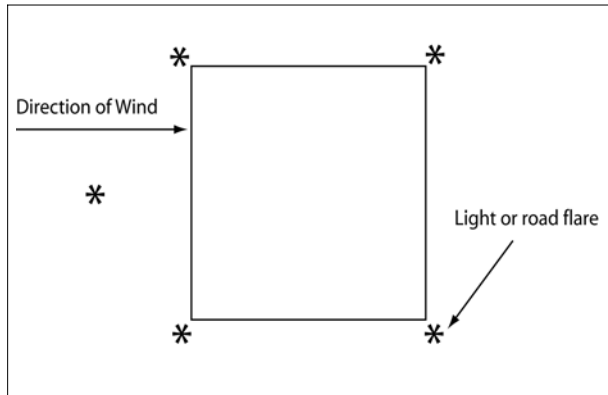


g. Night LZs

1. There are several ways to light a night LZ:

(a) Mark the touchdown area with five lights or road flares, one in each corner and one indicating the direction of the wind. See FIG 10-2-7.

FIG 10-2-7
Recommended Lighting for
Landing Zone Operations at Night



NOTE-

Road flares are an intense source of ignition and may be unsuitable or dangerous in certain conditions. In any case, they must be closely managed and firefighting equipment should be present when used. Other light sources are preferred, if available.

(b) If chemical light sticks may be used, care should be taken to assure they are adequately secured against being dislodged by the helicopter's rotor wash.

(c) Another method of marking a LZ uses four emergency vehicles with their low beam headlights aimed toward the intended landing area.

(d) A third method for marking a LZ uses two vehicles. Have the vehicles direct their headlight beams into the wind, crossing at the center of the LZ. (If fire/rescue personnel are available, the reflective stripes on their bunker gear will assist the pilot greatly.)

2. At night, spotlights, flood lights and hand lights used to define the LZ are not to be pointed at the helicopter. However, they are helpful when pointed toward utility poles, trees or other hazards to the landing aircraft. White lights such as spotlights, flashbulbs and hi-beam headlights ruin the pilot's night vision and temporarily blind him. Red lights, however, are very helpful in finding accident

locations and do not affect the pilot's night vision as significantly.

3. As in Day LZ operations, ensure radio contact is accomplished between ground and air, if possible.

h. Ground Guide

1. When the helicopter is in sight, one person should assist the LZ Coordinator by guiding the helicopter into a safe landing area. In selecting an LZ Coordinator, recognize that medical personnel usually are very busy with the patient at this time. It is recommended that the LZ Coordinator be someone other than a medical responder, if possible. Eye protection should be worn. The ground guide should stand with his/her back to the wind and his/her arms raised over his/her head (flashlights in each hand for night operations.)

2. The pilot will confirm the LZ sighting by radio. If possible, once the pilot has identified the LZ, the ground guide should move out of the LZ.

3. As the helicopter turns into the wind and begins a descent, the LZ coordinator should provide assistance by means of radio contact, or utilize the "unsafe signal" to wave off the helicopter if the LZ is not safe (see FIG 10-2-8). The LZ Coordinator should be far enough from the touchdown area that he/she can still maintain visual contact with the pilot.

i. Assisting the Crew

1. After the helicopter has landed, do not approach the helicopter. The crew will approach you.

2. Be prepared to assist the crew by providing security for the helicopter. If asked to provide security, allow no one but the crew to approach the aircraft.

3. Once the patient is prepared and ready to load, allow the crew to open the doors to the helicopter and guide the loading of the patient.

4. When approaching or departing the helicopter, always be aware of the tail rotor and always follow the directions of the crew. Working around a running helicopter can be potentially dangerous. The environment is very noisy and, with exhaust gases and rotor wash, often windy. In scene operations, the surface may be uneven, soft, or slippery which can lead to tripping. Be very careful of your footing in this environment.