



# NEWSLETTER

ARRO  
Newsletter

March 2009

## Harbour Challenge 09 Opens for Registration

Preparations are well under way for the 2009 Australasian Rescue Challenge. The 2009 event will be co-hosted by the New South Wales Fire Brigades and New South Wales State Emergency Service.



Known as the Harbour Challenge, the venue will be the Exhibition Hall at Australian Technology Park, Redfern. This area is the site of the historic locomotive workshop and has been beautifully renovated into a state of the art business park, housing many of Sydney's leading technology based businesses. The exhibition hall, where the challenge will be held, was the steam locomotive workshop. It is an impressive building, dominated by the large cast iron pillars that support the expansive roof.

Holden have again agreed to support the challenge and will be donating their test vehicles for use during the event. Each team will have the opportunity to work on new Holden vehicles during their three scenario classes as well as in the workshop pit.

The teams will be recommended to stay at a variety of hotels in the Darling Harbour area and the presentation night will be held at a venue with spectacular views of Sydney Harbour.

The symposium will be held on Thursday, 9 July 2009 and this year the participants will be divided into smaller groups and will rotate through a series of presentations. This is being done to allow the teams to get more "hands on" throughout the day. So bring your PPE with you and you will have an enjoyable learning experience.

The Challenge will be held from Friday 10 July till Sunday 12 July, the Friday night is a free night so the teams can enjoy the vibrant nightlife of the beautiful harbour city of Sydney. The ARRO AGM will held on the Saturday night and the prize giving night will take place on the Sunday night. Challenge Management Team members and trainee assessors should note that the usual briefings will take place on Wednesday 8 July.

For more information, registration and accommodation details please visit the Harbour Challenge web site at <http://www.harbourchallenge.com.au> follow the link from the home page of the ARRO web site.



**Register your team NOW for  
Harbour Challenge 2009**  
Go to  
<http://www.harbourchallenge.com.au>  
**Registrations close on Friday 8 May 2009**

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The Executive Committee plans to propose a number of changes at this year's AGM. These include new classes of membership described in the last issue of ARRO News (Associate and Affiliate) as well as another new class called Life Membership.

In addition the committee is proposing some significant changes to the management structure of ARRO.

For more details read on....

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## Message from the President —

**Lee Johnson** *AFSM MIFireE*

Harbour Challenge 09 in Sydney is not far away now, an event that I am looking forward to and the opportunity to catch up with old friends and colleagues.

Recently the Executive Committee called for the position of ARRO Executive Officer and I wish to advise that Paul Jerome was the successful applicant. Paul has been appointed effective from 1 March 2009. The committee looks forward to working closely with Paul in his new role, one which will further contribute to advancing the objectives of ARRO as an organisation and providing support to the committee and the members. As a result, Paul has had to step down as Vice President. This position will be called for at the next AGM in Sydney. Further consideration will be given by the committee to the role Paul plays with the World Rescue Organisation (WRO) committee especially the Technical Committee, this matter will be discussed in the near future.

The WRO has suffered some difficulties with the hosting of the 2009 World Rescue Challenge and for sometime it appeared as though the event would not go ahead. However I am pleased to report that we were recently advised by Cameron Black, Secretary of the WRO, that WRC09 would be conducted near Frankfurt, Germany sometime between the last weekend in September and the end of October. After consideration by the ARRO Executive, and in view of the short notice, I have written to the VICSES and NZFS in relation to the funding support ARRO provides. ARRO has offered both agencies the option of support to either send teams to WRC09 in Germany or holding off until 2010. If they choose 2010, this would be in addition to our next year's funding support for the best placed teams from Harbour Challenge later this year. The venue for WRC10 is still to be determined. If any member has a strong opinion on this issue, I would welcome an email from you.

### **Proposed changes to the structure of the ARRO management team**

Over the last 6 months the ARRO Executive has been working on a proposal to restructure the committee. The purpose of this restructure is to improve efficiency and effectiveness of the management committees, as well reduce the running costs of the organisation. The full details of the proposal will be presented at the 2009 Annual General Meeting of members for their endorsement as it will involve changes to the ARRO Constitution (Rules of Association). However a brief overview is provided below and all members are invited and encouraged to provide comment on the suggested changes.

#### Current structure:

The current ARRO Executive Committee (EC) consists of 8 members (President, Vice President, Secretary, Treasurer and 4 general committee positions). In addition The Executive has recently restructured the Technical Committee (TC) as a trial to improve its technical input. This group is made up of 3 members of the Executive and 3 'technical specialists', one from each of the assessor disciplines. The TC trial has proven to be a great success in its short existence, although ARRO now effectively has 11 people on committees.

#### Proposed structure:

The proposal to be presented will:

- Reduce the EC to 5 (President, Vice President, Honorary Secretary/Treasurer, Challenge Coordinator, 1 general committee position).
- Reduce the TC to 5 (Challenge Coordinator (chair and link to the EC), 3 technical specialists (one from each assessor discipline) and a research and education officer).

The effect of this will be to reduce the number of committee positions by 2 and refocus the work of the committees to more accurately reflect how ARRO manages its business. It is expected this will create a saving of around \$2500 to \$4000 per annum.

#### Proposed transition process:

As in previous years half the positions in EC fall due for election this year. In addition there are a number of pending changes and vacancies in the membership of the current EC. Therefore, assuming the proposal is accepted at the 2009 AGM, it is proposed that all positions on both committees be declared vacant and nominations be called for to fill some positions for one year and others for two to re-establish the new committees and their rolling two year election cycles. More details of the how long each position will be filled for and potential nominations from the existing committee members are detailed elsewhere in this newsletter.

All the best and I trust you are able to take part in Harbour Challenge 2009 in Sydney. See you then.



## Treasurer and Memberships Coordinator Steve Rothwell

### Life Membership

The ARRO Executive is planning on introducing a number of proposed changes to the Rules of Association at this year's AGM. One of these is the introduction of a class of membership called 'Life Member'. The draft policy covering life membership is available on the web site in the 'Committee Business' section. However, your thoughts and feedback are invited on the concept.

Basically any two members of ARRO can nominate any member of ARRO for life membership. In doing so they must indicate how the nominee has satisfied the criteria which are:

- A substantial contribution to furthering the objectives of ARRO;
- Over an extended period of time (i.e. not just a one off activity).

The nomination must be submitted to the Executive. However the role of the Executive is only to ensure that the nomination is complete and addresses the criteria as it will be the members gathered at the next AGM that will decide with a 75% majority vote.

Please check out the draft policy on the web site. In anticipation of the proposed rule change being successful, nominations for life membership may be called for in the lead up to the 2009 AGM.

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## Meeting the Demands of Rescue and Recovery

CROSSTECH® products from Gore provide blood and body fluid penetration resistance, with unbeatable breathability and durability. Far exceeding competitive products in test laboratories and in the field, CROSSTECH® products are depended upon across North America in head-to-toe protective clothing for structural fire-fighting, emergency medical operations, search and rescue, and public safety fabrics for law enforcement.



## Web site changes and updates

**Paul Jerome**

### Web site updates

Following the most recent ARRO Executive meeting the web site has had a number of changes made in preparation for a significant refresh and ARRO needs your help for this!

Access to much of the information on the web site has been restricted to ARRO members only, that is to people who have a current username and password to login. This includes access to:

- All challenge documentation such as rules, assessor guides and score sheets;
- Technical bulletins
- Frequently asked questions (FAQs)
- Discussion Forum

For each of the last 3 there is page which the general public can access telling about the topics available, but giving them all the information our members have access to. These 'teaser' pages are designed to encourage our membership to grow. So if you know someone who is interested in the information we have on the web site you help to contribute to, please encourage them to join ARRO as you have done.

Other updates include the publication of the ARC2009 rules for Sydney and an update the Challenge Management Guide for future host agencies. A new FAQ has also been added which details some of the changes to scenario classes for 2009. Scoresheet and assessor guides have also been completely re-worked by the Technical Committee (see elsewhere in this newsletter for details) and have now been published on the web site.

In the near future there will be some software upgrades to the web site. While most of this won't impact on you, the end user, one of the significant changes we will be able to make is to the look and feel of the web site and we need your help with pictures of ARRO Challenges and members in action!

## Remember

**If you have a story (with or without pictures) we would love to hear from you so we can share your experience with all the ARRO members, send e-mail to [arro@arro.org.au](mailto:arro@arro.org.au)**



## Discussion Forum

After many months out of action the discussion forum is now back up and running. Check it out on the web site. It is now available under the new section 'Challenge and Technical Information'. Got a question you need answered? Or a topic you want to share or get some ideas about? Well the discussion forum is the place to share it with all ARRO members.

The forum will operate as an email system, in which you will email a special ARRO email address (discussion@arro.org.au). This will go to members of the technical committee who will act as moderators just to make sure comments made are appropriate to be published. Once published, all ARRO members will be able to read your comments and respond in the same way.

## Policy Manual

As reported to members by ARRO e-news around the new year, ARRO now has an extensive policy manual on line on the web site. It covers a range of topics from corporate image and sponsorship to the management of expenses of members of the challenge management team. The purpose of the policy manual is to provide a more transparent operation of ARRO. All members are encouraged to refer to the manual for information and advice about how ARRO operates. If you cannot log in to the web site, contact Paul Jerome to have your login and password reset.



## Request for Challenge and road crash pictures

The current banner that appears at the top of every page of the ARRO web site is set to change. It is proposed that we have a rolling (random) banner that appears to be different every time you visit the web site. To do this we need around 50 different photos from ARRO challenges or road crashes. They can be:

- Your team in action at the challenge or about town
- Members of the Challenge Management Team at work (or play – but keep it nice!)
- Holden vehicle prepping before or crushing after the challenge
- Something from the prize giving night (who will forget the String Angels in Adelaide!!)
- A recent incident you have been to (again remember it is a public web site, so only where the pic is appropriate).
- Anything else you think is relevant to the work of ARRO.
- The more pics you send in the better. Please email them to Paul Jerome at [paul.jerome@beready.com.au](mailto:paul.jerome@beready.com.au)





## Technical Committee Activity

### Approved changes for ARC 2009 Challenge Scenario Classes

#### Dave Stackhouse

ARRO is constantly evaluating the various scenario classes within its challenge guidelines to provide a balance between reflecting more realistic operational content and technical difficulty to challenge teams versus the need to have a suitable competition platform where teams can compete within the spirit of the event on an equal basis.

To this end we have moved to modify and improve the design of our scenarios for ARC 09 to fulfil our aims and objectives within ARRO as well as taking into consideration feedback from teams competing in previous challenges.

**Our stated aim** within our Road Crash Rescue Challenge rules are:

- To replicate more applicable scenarios in the challenge environment that operational crews respond to on a daily basis
- To implement a broad based range of scenario and technique options that provide balance between operational and competition platforms.
- To constantly analyse and improve teams extrication success rate over the three scenario classes presented at each challenge.

#### Overall scenario technique based philosophy:

1. Scenarios to present teams with a more realistic operational road rescue challenge with a full range of entrapment types presented with both medical and physical entrapment of casualties within the various scenario classes.
2. Teams to achieve at least one (1) of the recognised technique option/s during each one of the three (3) scenarios.
3. The recognised technique/s undertaken will be assessed as per previous, therefore some objective assessment will be required from the technical assessors in determining the process of how the Technical team applies the technique.

A team who doesn't implement a recognised technique option during any of the three (3) scenarios, will be assessed accordingly by the Command and technical assessors. The command and technical assessor assessment outcomes would be in the below average score range, reflecting the teams not attempting to implement a technique.

### Summary of ARC09 Scenario Class Changes

Classes	Objectives	Time	Equipment	Complexity
Entrapped rescue	To consolidate primary hydraulic rescue tool use within the 3 phases of motor vehicle extrication, given a <b>physically trapped casualty</b>	30min	All hydraulics, air and electrical equipment	Manikin (simulated live) – <ul style="list-style-type: none"> <li>• entrapped by vehicle/prop</li> <li>• Injuries treatable in vehicle</li> <li>• Entrapped vehicle plus props</li> </ul>
Controlled release rescue	To consolidate the release of a casualty trapped by <b>injury entrapment and / or limb entrapment.</b>	30min	All hydraulics, air and electrical equipment	Either manikin and or live casualty/s, both treated as conscious and confined to vehicle or immediate impact area. Injuries treatable at scene Single or multiple vehicle plus props
Immediate rescue	To consolidate safe, but rapid access for a <b>non responsive medically trapped casualty.</b>	20min	All hydraulic, air and electrical equipment	Live unconscious casualty confined in vehicle. Unconscious causes not treatable in vehicle. Other injuries treatable in vehicle. Single vehicle plus props.



## Approved Scenario Changes continued....

The scenario class objectives for **ARC 09**:

- **Entrapped** – To consolidate primary hydraulic rescue tool use within the 3 phases of motor vehicle extrication, given a **physically trapped casualty**.
- **Controlled** – To consolidate the release of a casualty/s trapped by **injury entrapment and / or limb entrapment**.
- **Immediate** – To consolidate safe, but rapid access for a **non responsive medically trapped casualty**.

For further rule clarification and updated rules for the **ARC 09** challenge to be held in Sydney refer to the latest version of published rules, (ARRO RCR challenge rules dated Feb 2009) on the ARRO web site.

Teams that intend to complete at this year's challenge are encouraged to read the latest technical bulletins published on the ARRO web site to familiarise themselves with ARRO best practises, which form the basis for our assessor panels adjudication at challenges.

Any further clarification on these or any other technical issues should be referred to the ARRO technical committee or posted on the **Q&A** section which can be accessed on the website link:

[http://www.arro.org.au/01\\_cms/details.asp?ID=198](http://www.arro.org.au/01_cms/details.asp?ID=198)

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## Multiple Medical Assessors in the Controlled Class

### Brad Setch

The introduction of the sixth team member to the 2009 challenge will see a dramatic change to the rescue team's ability to extricate patients in the allocated time. We will see team work improve as the medic will have a dedicated assistant. In past years this assistance has come from sharing a technical team member and has impacted on the team's ability to achieve their extrication plan. I have always said in the rescue of a trapped or encapsulated patient that the rescue and medical personnel are running two races but need to finish at the same time. It is of no benefit to the patient that they are packaged and ready for extraction and the space has not been created to achieve the task, or the space has been created and the patient is not ready of extrication.

We have introduced a new element to test the team's ability by putting together an event that will have two casualties and require triage planning and team work to achieve their goals. With having two casualties, we will see the introduction of two medical assessors in the controlled pit. Each patient will have an assessor and the care delivered to that patient by the medic, first aider, fire officer or SES personnel will be marked even though two or more team members may render care at any point of the event. This is part of ARRO's commitment to making the events as close to real as possible.

With the introduction of the new assessor's guides (refer to the web site for the latest versions), there will be an increase in points allocation to the medic. This has come about by the introduction of patient triaging and patient handover giving the medic an opportunity to earn valuable points for their team.

I believe this is some of the most exciting changes that will be introduced into the challenge for all medics. This will allow medics to show case their skills in patient care, management, extrication and working in a disciplined team network to achieve the best possible outcome for the patient.

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## Score Sheet and Assessor Guidelines Updates

### Darren Zeller

The ARRO technical committee wish to announce changes to the Medical, Command and Technical score sheets and assessment guidelines for **ARC 2009**.

The changes are a part of the continued development of a standard world rescue assessment score sheet and the assessment guideline for all peak bodies around the world. The new version is the result of months of work from the ARRO technical committee in consultation with representatives from the United Kingdom Rescue Organisation (UKRO). The continual motivation for this is not just to make it easier for teams and assessors, but also to provide a more accurately described best practice in extrication and patient care..... *continued on page 8*



## What else can you do with a donated Holden?

### **Daryl Rush reports.....**

As a result of hosting the 2008 Australasian Rescue Challenge, the Queensland Fire and Rescue Service (QFRS) requested to hold back one (1) vehicle of the donated fleet from Holden Australia. The vehicle chosen was the Orange VE Holden Commodore HSV Clubsport sedan that featured in the Challenge Hotel foyer, and as the unofficial Challenge memento; judging by the number of signatures on it! The justification for not destroying this vehicle with the remainder of the vehicles was to undertake further research with the vehicle; beyond what is normally available to hosts for the period they have the vehicles.

The vehicle presented a unique opportunity to attempt an evolution to create lateral and inline final space with hydraulic rescue equipment. During the Challenges, some techniques such as the 'B' pillar rip technique; have proved problematic, particularly with the construction methods and materials used in the Holden Commodore. To do this, instead of attempting the technique with none, or machine simulated damage (as used for scenario preparation in Challenges), other options for simulating crash damage were sought.

The Swedish Rescue Services Agency (SRSA) has initially experimented with dropping vehicles from a height to simulate frontal crash damage. The SRSA have developed the technique, and calculated the figures used for the crash simulation. This technique is now used by a variety of organisations including Holmatro. This method does appear to provide adequate simulated crash damage as a result of a frontal impact; possibly more successfully than by other means. A comparison of simulated crash testing of an earlier model Holden Commodore was attempted, however on the day the pre-organised vehicle was not available through the supplier, so an alternative vehicle was supplied.

Dropping a vehicle from a height required cranes and riggers, and meant the vehicle had to be rigged from the rear and suspended vertically (nose down) from a crane, then dropping from a pre-determined height, to either impact the ground, or a specific object. Heights vary depending on the speed of impact that is trying to be replicated, and the weight of the vehicle. Other factors such as: the type of surface used, wind, type of release mechanism and tethers, play a large part in the planning and safe conduct of the crash simulation.

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ARRO News has a wide circulation across the Australasian road rescue community, reaching members of all major rescue providers from Senior Executives to front line operational responders. This includes both statutory authorities and private providers such as mine rescue services.

Advertising space can be:

- 1/4 page (like this one)
- 1/2 page
- Full page
- Back page; or
- Multi page supplements.

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For more information contact ARRO at  
[arro@arro.org.au](mailto:arro@arro.org.au)

The photos detail some of the process and results of drop testing to the vehicles used. A more detailed evaluation of the 'B' pillar Rip Technique used on the Holden Commodore will follow in a Technical Bulletin.

Special thanks to Holden for their kind permission to retain the vehicle after the end of the ARC08, to QFRS for arranging and conducting the evaluation of the technique and to ARRO for facilitating the testing.

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## Score Sheet and Assessor Guidelines Updates, continued.....

All ARRO assessors and teams members, competing in ARC 2009 in NSW are asked to view the new score sheets and guidelines in preparation for ARC09 in Sydney. If you have any queries on the current changes please direct your comments to [discussion@arro.org.au](mailto:discussion@arro.org.au).

The new sheets can be downloaded from the ARRO web site by members only. Please log in and go to the Technical and Challenge Information page, then click on the link to Challenge Guidelines and Documentation. Please remember if you are not a current member you will not be able to access this information.



## What else can you do with a donated Holden? *Daryl Rush continues his report.....*



2 cranes, 2 operators, 1 rigger and 1 foreman used.  
Tether attached to keep alignment of vehicle over drop zone in wind prior to drop commencing.  
Vehicle positioned as vertical as possible.

Vehicle released through approved method in detailed lift study. Vehicle captured mid-flight!  
Angle of vehicle suitable as slight sloping of drop zone evident in this photo.



End result of impact, the simulated crash damage created by dropping the vehicle from a height of 30 metres, is deemed to replicate a full frontal crash at a speed of 90kmh (figures used based on technique developed by SRSA).



## **Proposed changes to the ARRO Management Team (continued)**

### **Lee Johnson**

Current committee positions, incumbents and when they are due for re-election under the current structure.

#### **Executive Committee**

<b>Position</b>	<b>Current incumbent</b>	<b>Due for election</b>
President	Lee Johnson	2009
Vice President	Vacant	2010
Treasurer	Steve Rothwell	2009
Secretary	Glen Maule	2010
Challenge Coordinator	Peter Guard	2009
Research & Education	Daryl Rush	2010
PR & Communications	Garry Mikhail	2009
General Committee	John Denny	2010

#### **Technical Committee**

<b>Position</b>	<b>Current incumbent</b>
Command Specialist	Darren Zeller
Technical Specialist	Dave Stackhouse
Medical Specialist	Brad Setch

Below is the proposed committee structure and initial expressions of interest (non-binding) from existing committee members, subject to election at the AGM. Please note this does not stop any other member from nominating in the lead up to the AGM. Also the initial election term to fall into 50% of committee changeover cycle each year.

#### **Executive Committee**

<b>Proposed Position</b>	<b>Interested Committee Member</b>	<b>Proposed initial election term &amp; re-election year</b>
President	Steve Rothwell	2 years – 2011
Vice President	Steve Rothwell, John Denny	1 year – 2010
Hon. Secretary/Treasurer	Glen Maule	1 year - 2010
Challenge Coordinator	Peter Guard	2 years – 2011
General Committee	Peter Guard, Garry Mikhail	1 year – 2010

#### **Technical Committee**

<b>Proposed Position</b>	<b>Interested Committee Member</b>	<b>Proposed initial election term &amp; re-election year</b>
Research & Education	Daryl Rush	1 year – 2010
Command Specialist	Darren Zeller	2 years – 2011
Technical Specialist	Dave Stackhouse	1 year – 2010
Medical Specialist	Brad Setch	2 years - 2011

If you are interested in a position please refer to the committee position duty statements on the 'committee business' page of the web site for more information.



## Improving sponsor recognition

In order to recognise that ARRO's major sponsorship comes from a partnership between Chubb and Holmatro, the ARRO Executive recently approved the addition of a Holmatro patch to the ARRO Challenge Management Team overalls. So from ARC2009 you should expect to see member of the ARRO Challenge Management Team such as assessors, pit managers, the scenario team, etc wearing a Holmatro patch on their right shoulder.

If you are an ARRO member who has ARRO overalls and you have not received the patch and instructions about where it is to be fitted, please contact ARRO Assessor Coordinator, Dave Stackhouse (dave.stackhouse@fire.org.nz) immediately.



ARRO is proud to be associated with both Chubb and Holmatro and without their ongoing support we would not be able to achieve everything we have to advance the science of extrication.

## Technical Bulletins

The Technical Committee is commencing a complete review of all technical bulletins (TBs) currently published on the ARRO web site. Any that are obsolete or outdated will be refreshed or removed. In addition a range of new TBs are planned and being written at the moment. These include:

- Steering column management
- C spine management
- Impact testing – specifically what impact do tools such as reciprocating saws and air chisels have on the casualty.
- B pillar techniques
- Winching operations

## Tas Fire gets Technical!

The Tasmanian Fire Service only assumed responsibility for road crash rescue in selected parts of Tasmania in 2006. Despite this, thanks to Shane Batt from TFS and their links to Queensland Fire & Rescue Service ARRO has a new technical bulletin!

TB 1/2009 covering bonnet access to the 2002—2008 Ford Focus has just been published on the ARRO web site. Download a copy today from the Technical Bulletins page. Don't forget you will need your username and password to log in.

**Have you got an idea for a technical bulletin or some information you would like to share? Then contact the technical committee with you suggestion by emailing them at [techbull@arro.org.au](mailto:techbull@arro.org.au)**

## STOP PRESS.....The World Rescue Challenge is on for 2009!



In the last edition of ARRO news we reported that the WRO was having difficulty finding a host for the 2009 World Rescue Challenge. That has now been resolved and the WRO and ARRO Executives are pleased to advise that the VFDU (German equivalent of ARRO), with support from the UKRO, will host the 2009 World Rescue Challenge. It will be held in or near Frankfurt sometime between the last week of September and the end of October. More details will be published on the ARRO web site and in the next ARRO News when available.

## ARRO is proudly supported by:



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