

CONNECTING THE SEARCH AND RESCUE SECTOR

POLICE - LINK

RCCNZ - LINK

NEWS

Over the past few months Police, LandSAR, Coastguard NZ and RCCNZ have been working on a joint project to improve health and safety within SAR. The project is driven in part by the pending law change, which takes effect from April 2016.

There is a clear direction from government, and the public, that the general Kiwi culture towards health and safety must change. As professionals with a responsibility to save and rescue people from danger, we must also ensure that the rescuers carry out their work in a safe and considered fashion.

NZSAR established the SAR sector Strategic Occupational Health & Safety Committee two years ago with a terms of reference that includes providing "oversight of health and safety performance, and to ensure consistency, continual improvement and support..." and to "encourage a planned and structured discussion about health and safety management across the sector enabling opportunities for improvement to be identified."

We are currently working on these aspects of the project:

- A review of MOUs and SLAs amongst the four organisations to ensure they reflect the new health and safety environment.
- A review of the current recording keeping practices for health and safety related documentation.
- Updating any policies and procedures.
- Implementing wider use of organisation charts for SAROPs.
- Developing agreement on potential 'scripts' when tasking various resources, e.g. professional pilot vs vessel of opportunity.

We must ensure that while we are planning our response and rescue we are assessing and reassessing the risk to the health and safety of our rescuers and the public.



We plan to send out more details amongst each organisation as we progress towards the April 2016 law change. We will also begin to engage with wider SAR resources beyond these four organisations to ensure we are taking reasonably

practicable steps to maintain the health and safety of those working within SAR.

WorkSafe has information on its website that outlines the changes to health and safety legislation here: www.business.govt.nz/worksafe/about/reform

Whatever the nature of your organisation and your role in that organisation, we all need to take the time to consider whether there is a safer, healthier way that we can operate in the SAR sector – for the benefit of us all.

A few key facts:

- The primary duty holder in the new legal framework will be the PCBU (Person Conducting a Business or Undertaking). In the majority of SAR situations, this will be the organisations that you belong to – the legal entity.
- Just like now, under the new law we will all have personal responsibility for our actions.
- Those at the top of an organisation will have enhanced responsibilities to undertake due diligence – that is, to ask questions and take an active interest in how health and safety is being managed by the PCBU. This makes sense – if those at the top aren't interested, how can we expect anyone else to be interested or take health and safety seriously?
- Whether a person is paid, or not, should not affect the level of protection they are afforded in their work – and the new law recognises this.
- The new law will have a number of regulations that sit below it – and there will be a number of guidance materials that sit below that. There is support out there for you to understand what is required – if you are in doubt, ask!
- Remember – the focus should not be on "will I end up in court?" but on "how can we collectively ensure that those in the SAR sector are safe?" The new health and safety legislation is not stopping us from doing anything – it isn't and shouldn't be a barrier to a successful SAR sector. It is in fact critical to our success, and to the ongoing success of the services we provide to New Zealand and beyond. Whether you are a volunteer or a paid SAR worker, we want you to go home to your friends and family. We need you to be safe so that together we can continue the work we do.

WELCOME TO POLICE LINK – A NEW FEATURE FOCUSING ON THE WORK OF POLICE SAR, ITS POLICIES AND PEOPLE.

WHAT THE INCREASED USE OF UAVS MEANS FOR SAR

The growth in development and use of Remotely Piloted Aircraft Systems (RPAS) – commonly known as UAVs (Unmanned Aerial Vehicles) – has been significant over the past couple of years, both here and overseas.

UAVs offer Police great opportunities to improve on what we do in a number of areas. Aside from the air capability, UAVs can also carry a range of technology options and a number of groups within Police are exploring how these can add value in their respective areas, including search and rescue. They've come up with some excellent ideas.

Over the Tasman, New South Wales Police are using UAVs to assist crime scene investigation and site assessments. It is also expected that Police-owned aircraft and Police pilots attached to the Rescue & Bomb Disposal Unit will be used for LandSAR duties as well as assisting in other tasks within the counter-terrorism environment. South Australian Police have also used a UAV in the search for a male missing in the desert south of Coober Pedy in March this year.

The rules governing the use of UAVs in New Zealand are contained in the Civil Aviation rules. The new rules which come into effect on 1 August this year are split into two parts, Part 101 and Part 102. UAV operators working under Part 102 need to hold an Unmanned Aircraft Operator Certificate. Certification takes time: presently there are only 13 listed certified operators.

Police will not own and operate UAVs, but will engage approved providers for these services via GETS (Government Electronic Tenders) website: www.gets.govt.nz to seek expressions of interest. ●



Motueka LandSAR Field Team Leader and IMT member Tony Nikkel at the controls of his UAV during recent testing

Image courtesy of Nikkel Surveying and UAV Services

Police are also developing a policy that will cover:

- The management of complaints from members of the public concerning UAVs
- Police use of UAVs – legal and CAA requirements
- Police operations using UAVs

The policy will also describe how we deal with UAV operators who use their aircraft in a way that hinders or negatively impacts on a Police operation – for example unauthorised filming of a crime scene, to cause harm to VIPs, or to hinder a SAROP.

While UAVs are a great tool, and potentially provide a lot of value, it is essential that the risk that accompanies their use is managed.

POLICE DOGS, SAR DOGS, POLICE SAR, SAR PEOPLE – WORKING TOGETHER EFFECTIVELY



Julian Smith with his dog Huey

Tidying up what had been a bit of a clumsy call-out system has evolved into a high-trust, effectual relationship between Police SAR dogs, LandSAR dogs and their handlers in Wellington.

Police SAR dogs are first responders to search and rescue operations (SAROPs), but due to a number of factors, including the low numbers of SAR-trained Police dogs, this can mean that at times Police dogs are not able to respond. In an effort to enhance response to calls for SAR dogs, Wellington Police dog section's Sergeant Nick Prince took on the role of coordinating dog handlers of both groups. When he invited LandSAR dog handlers to become more integrated with the Police response,

LandSAR dog handler Julian Smith put up his hand.

“Julian is now a valuable part of the SAR dog response in our district. He has committed numerous hours to training and deployments and gets on well with our SAR dog teams who have confidence in his and Huey's abilities, both as a dog handler and squad member.”

There is a good relationship between Police and LandSAR dog personnel around the country – with such a vital role to play, LandSAR dogs are well trained and managed. Each dog team must be certified fit for practice annually in a process that involves both LandSAR and Police assessors.

Julian says the stronger relationship between the volunteer LandSAR dog units and Police SAR dogs is a good model of how it should work.

"Police are pretty cautious - for very good reason - so there is no doubt the key component to successful integration is a relationship built on trust. To work alongside these guys you have to be the sort of person that understands the high stakes involved; you have to be able to soak up the pressure."

Both Nick and Julian note the immense amount that can be learnt from each other.

Nick says Julian and his LandSAR colleagues have enhanced Wellington Police SAR dog handlers' navigation and bush craft skills on training exercises, and in return, Police handlers have assisted Julian with dog tracking and searching. "Each are subject matter experts and the knowledge and skill set sharing has provided an obvious improvement in overall practice with this more cohesive approach."

Julian also points to the professionalism. "Nick has drummed professionalism into me and I am drawing on that knowledge, because when I am out searching, it is only me, Huey and another SAR member. We have a lot of responsibility and our decision-making can change the whole tasking of an operation. You have to get it right, particularly when there are lives at stake." ●

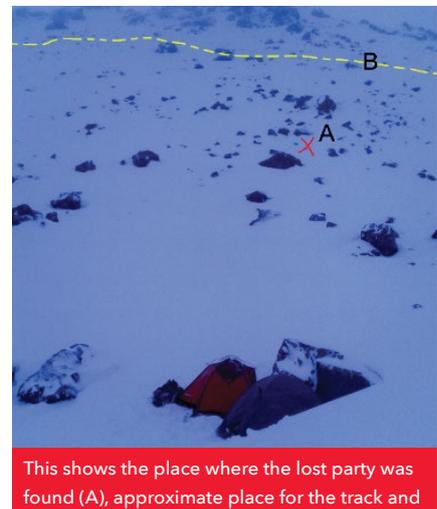
SAR IN ACTION

A LIFE SAVER



Rescuers sheltered the couple in the orange tent

Photo credits : Richard Walker, LandSAR Nelson



This shows the place where the lost party was found (A), approximate place for the track and where the woman fell. (B), and the tent site where the rescuers shifted them to.

"IT WAS A SUCCESSFUL SEARCH THAT CERTAINLY SAVED TWO LIVES."

Senior Constable Dave Cogger is describing the 5 September search and rescue operation of an Irish woman and a Latvian man, who fell and were stuck on the Robert Ridge in the Nelson Lakes National Park at an altitude of 1,600 metres.

"We received a panicked call about 6pm from a man saying his female climbing companion had fallen from the saddle below Angelus Plateau. We had a GPS reading from the woman's cell phone, but it wasn't calibrated to New Zealand. The weather was atrocious, cloud cover meant there was no chance of getting a helicopter in so I put a call out to the Nelson Police SAR squad and LandSAR volunteers.

"I had very high criteria for the field rescue team: they needed to be alpine competent and able to be self-sufficient in the snow for at least 48 hours. Plus, I needed someone with medical skills."

A team of three was deployed, one of them a doctor. They set off walking into the epicentre of a storm. Tramping through the night, they reported back to base every hour.

"By the 3rd situational report they were saying, 'it is horrible.... just horrible'. The wind chill dropped the temperature to -18° in parts."

The team stopped at a hut en route, where they were met by an off duty Police SAR member who fed them. They then filled hot water bottles, as they knew they would be treating hypothermia at the scene. They carried on until they reached the ridge at 5.30am where, eight and a half hours after setting off, they located the missing party.

Dave says the conditions were extreme. "It took a long time for them set up. They needed to kick in a platform and one

person had to hang onto the two tents as they were being erected."

Dave says the couple were in a very bad way, with one of them in an extreme hypothermic condition, non-responsive with a core temperature of 33°. Unable to walk, the rescuers dragged them into the medical tent on a pack liner where the doctor spent hours getting both climbers in a stable condition.

"We had a second team deployed at day break. However, there was a break in the weather, so the helicopter was able to go in and collect the two climbers before the relief team got to the snow line.

"We are lucky to have such competent SAR people in this district. The boss shouted them a well-deserved afternoon tea when they got back - they were allowed to eat as many hot savouries and pizzas as they wanted!" ●

WELCOME TO RCCNZ LINK – A NEW FEATURE FOCUSING ON THE WORK OF RCCNZ, ITS POLICIES AND PEOPLE.

NEW SAR SATELLITE RECEIVING SITE READY FOR TESTING

As most of you will know the Rescue Coordination Centre (RCCNZ) holds the database for distress beacons in New Zealand. We currently have over 58,000 on the database. Over 50% of these are personal locator beacons (PLBs) – and that number is growing.

RCCNZ responds to around 550 beacon alerts each year. Beacons help to remove the ‘search’ from search and rescue, which allows us to work faster to rescue someone in distress, and either remove them from danger or get them medical treatment.

Increasing our capacity to respond as effectively as possible is the newly constructed search and rescue satellite receiving station between Taupo and Rotorua. This station has been built as part of a joint project by Maritime New Zealand (MNZ) and the Australian Maritime Safety Authority (AMSA).

The site, together with a similar receiving station in Western Australia, was built ahead of the introduction of a new generation of medium-Earth orbit search and rescue (MEOSAR) satellites.

The MEOSAR system, once operational, will significantly boost SAR capability in both the New Zealand and Australian SAR regions.

The two sites will undergo rigorous testing before the MEOSAR system is officially brought online in late 2017 by COSPAS SARSAT, the international coordinating body for global search and rescue.

The receiving station is expected to be officially commissioned towards the end of 2016.

There are currently 18 MEOSAR satellites operating, compared with five LEOSAR satellites. This means beacon signals will be received more quickly, while beacon locations will be identified with greater accuracy.

Once operational, signals received by the new site will be sent to a new mission control centre in Canberra, which will pass them to the appropriate rescue coordination centre. Therefore, if a beacon is activated in the NZSAR region, these alerts will go to RCCNZ. ●

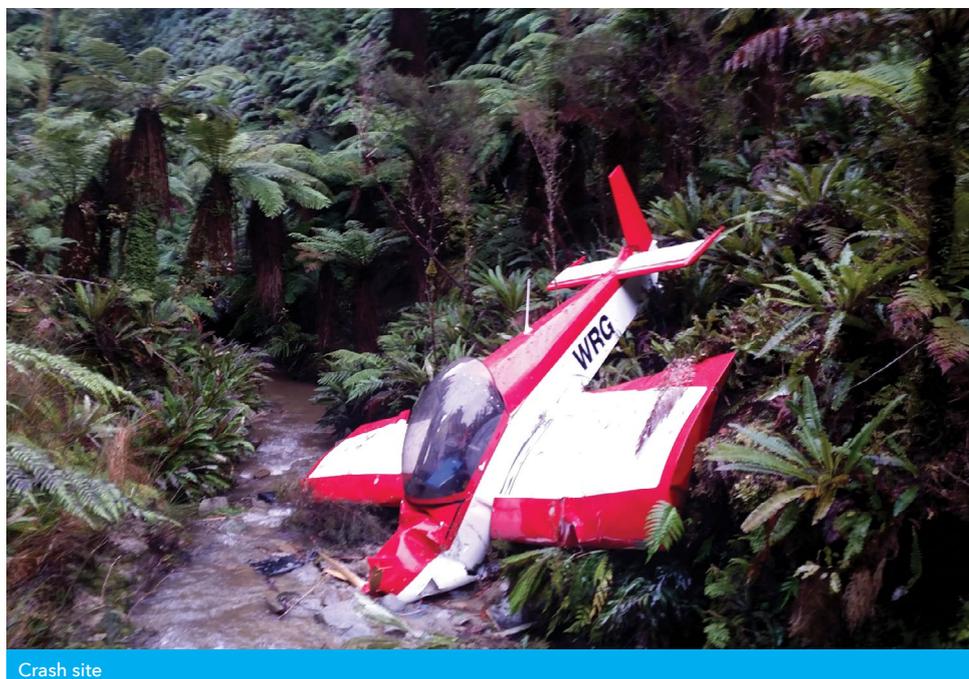


MEOSAR satellite receiving station under construction

An increased ability to pick up beacon alerts requires beacon owners to be more vigilant. Help us spread these messages:

1. Always register your beacon (it's free!) and keep your details updated.
2. If you accidentally activate your beacon, please call us on 04 577 8030.
3. Check your battery expiry date and if expired – take it to a dealer.
4. www.beacons.org.nz is where you go to register or to find out how to dispose of an old beacon – in fact it has all the information you need relating to beacons.

COUPLE RESCUED AFTER TARANAKI PLANE CRASH



Crash site

The successful rescue of a married couple from a crashed aircraft in Taranaki was not only a highlight for RCCNZ, but also served as a reminder of key SAR principles.

The couple were flying their Zenith 601XL aircraft from Whitianga to Stratford on Sunday 23 August when it was reported missing at around 5.30pm.

The plane was last heard from when it made a radio call to the New Plymouth Control Tower at about 4pm, approximately 40km north-east of Whangamomona in Taranaki.

RCCNZ Search and Rescue Mission Coordinator Chris Henshaw says they initially tasked the Philips Search and Rescue Trust fixed wing aircraft from Hamilton to search along the likely route.

“The crew detected a 121.5 MHz signal coming from an area of rugged terrain, around 4km south of Matau. But because of the poor weather and limited visibility at the scene, an RNZAF NH90 helicopter from Ohakea was deployed to investigate, reaching the area about 11pm.”

It searched for four hours, but could not detect or find the source of the beacon. A police team was also sent into the area.

At first light the Hamilton fixed wing aircraft returned to the scene where

it picked up the signal, pinpointing its location more accurately. This allowed the Taranaki rescue helicopter to fly to the position – where they found the wreckage of the aircraft and saw a person moving around on the ground.

The couple were winched to safety, then transferred to a nearby farmhouse where they were warmed up before being flown to New Plymouth Hospital. Finding the couple alive created a real buzz in the operations room.

“It was an excellent effort, especially given the difficult terrain and weather conditions.”

A later discussion with the pilot revealed that he had been concerned with the battery life of his ELT, so he turned it off overnight to save power. The incident emphasised two things in particular – that the behaviour of people in distress is not always predictable, and that it is possible to survive an aircraft crash. ●

SAR IN ACTION

STROKE VICTIM STEERS A COURSE FOR GRENADA



Sagitta II

The wife of a solo New Zealand yachtsman is grateful to RCCNZ for tracking the progress of their vessel after she received an alarming email from him en route from Uruguay to Grenada, with no follow-up communication.

Simon Willis's daily emails to his wife, with news and position reports, stopped suddenly in early August with his last message: “I'm alive – just”.

RCCNZ was able to reassure Kerikeri woman Judy Willis that her husband's New Zealand-registered yacht, Sagitta II, was continuing on its designated path – up the Atlantic Ocean, off the coast of South America, to the Caribbean – by following its course via satellite.

Judy and the RCCNZ team had no way of knowing that Simon had suffered a stroke, or that the remaining three weeks of his voyage were a major ordeal manning

the 12.5 metre sloop alone. He could no longer write or type, or speak via radio, and had lost most of his knowledge about how to use a computer and satellite phone.

Judy was caring for her terminally ill mother in the United States, while at the same time wondering what had become of her husband, alone on the Atlantic. After three days she consulted friends who contacted the Falmouth Coastguard, who in turn notified the Brazilian Navy. When RCCNZ was alerted, we located the vessel by satellite and began providing daily position reports.

The news that the Sagitta II was progressing on its designated route meant the Brazilians could call off their search and rescue operation. A veteran sailor, Simon was meanwhile relying on his AIS (automatic identification system) to navigate – and ingrained skills to steer and trim the sails.

Judy says her husband learned to sail before communication at sea was the norm. “After the stroke he lost some use of his right side, sight and speech, as well as some memory, but he didn't forget how to sail! And he did realise he had to be more than careful.”

Simon, always a competent single-handed sailor, was expecting to meet up with Judy again in Grenada.

Judy is grateful for the regular reports from RCCNZ that alleviated her fears for Simon's safety, and also for the diagnosis from a doctor in Grenada predicting he will make a full recovery. ●

RCCNZ UPDATES

We are very pleased to announce the appointment of our new Deputy Manager: Training, Kevin Banaghan. Kevin was a Search and Rescue Officer (SARO) at RCCNZ and has been active in a joint RCCNZ and MFAT project to improve SAR capability within a number of Pacific Island nations.

We are working to fill two SARO vacancies and hope to commence training for these roles in the New Year.

Other projects currently underway or about to commence at RCCNZ include a review of our beacons database and systems, a joint project with Kordia, Coastguard and MNZ to look at 'joint synergies in radio communications to improve SAR responses', and a joint project between Police, LandSAR and Coastguard to improve Health and Safety in SAR.

It was a great privilege to be able to attend the recent Coastguard AGM in Auckland. The highlight for me was the awards, where I was able to see the volunteers' hard work and dedication recognised.

Finally I would like to extend my thanks to all of you working in search and rescue and wish you a safe summer.

Mike Hill, Manager RCCNZ & Safety Services



The Rauora mass rescue exercise series is well underway, with nine police districts holding exercises to date. The exercise series is a NZ Inc. approach to preparing for a mass rescue incident. It goes beyond initial search and rescue operations to test 'the people phase', including welfare and reconciliation, as well as testing the control and command aspects.

Each of the one-day exercises evaluated each police district's mass rescue plan, identified and confirmed that participants understand their roles and responsibilities, and tested that the various agency plans are synchronised, to ensure that there is consistency across the country. Participants were also involved in a table-top exercise, which in most cases tested how they all would work together if a cruise ship got into trouble in their region.

Designed as a day of learning and improvement, many insights, lessons, gaps, challenges and opportunities have been identified. Some are specific to districts, others are relevant across the country.

By definition a mass rescue will be an overwhelming event, no matter where in the country it occurs. The problem grows substantially when there are large numbers of people involved; for example, an incident with a cruise ship carrying up to 6,500 people or Asiana Flight 214 (see box to the right).

The aim of the Rauora exercise series is to be as prepared and organised as possible for mass rescue incidents. Each one reinforces inter-agency relationships and identifies what each agency can bring to a mass rescue operation. In the case of a cruise ship disaster, for instance, both Customs and Immigration have passenger information readily available, as they may be on board prior to docking for their border control requirements. Another example is Coastguard and Surf Lifesaving personnel joining up to perform lifesaving functions further offshore, while skills within LandSAR will be much needed on the shoreline for searching and other tasks.

Local iwi are another group that can be called upon for cultural and local expertise, as well as for providing fundamental welfare support at local marae and other strategic locations.

A lack of consistency across the MRO Readiness Plans (by District or Coordinating Authority), and the fact that many of them don't currently align well with the newly revised CIMS 2nd edition, are two issues identified. Also, some plans



Asiana Flight 214 San Francisco July 2013

- 307 people on board
- Control tower initiated response
- Multiple passengers called 911 'pleading for help'
- 3 fatalities (including one run over by a fire truck)
- 181 injured to 9 hospitals
- 100+ ambulances responded to airport
- Foreign speaking (interpreters)
- Not cleared into USA (Customs / Immigration)



have been prepared for localised marine incidents, rather than for all MRO hazards across the whole police district, which is another challenge.

The issues highlighted will be addressed when the Police release an updated template for the readiness plans, due

early 2016. This template will also include relevant lessons learned during the Rauora exercise series. Planning is now underway for the Auckland area exercise in March, followed by another round of more intensive exercises around the country over the next two years. ●

INSIGHTS

There have been many insights gathered across the country during the Rauora exercise series to date. Here is a taste of them:

- Find out, understand and use expertise from different people and agencies.
- 'Stand up' everyone early on, when there is a possibility of an MRO. It is easier to stand down resources than to be behind in tasking from the start.
- Appoint the most appropriate people to head the various CIMS functions (e.g. welfare), regardless of what agency they belong to.
- Agree to a pre-determined meeting place for key personnel in the initial action phase.
- It is vital the various CIMS functional groups liaise often with each other to ensure a mutual understanding of what is required.
- Brief all IMT functional leaders prior to the individual group planning, so that everyone is working to the same plan and is clear on who is doing what.

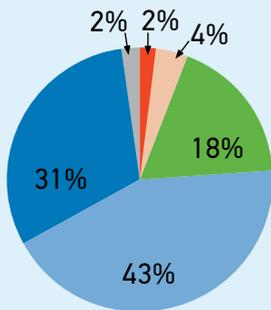
Tourists (whether Kiwis or overseas visitors) seek local knowledge before they get out on the water, in the water or head for the hills.

NZSAR recently commissioned a survey to test the public's knowledge and attitudes about SAR prevention measures towards active recreation safety. One of the key findings is that across outdoor, water and boating activities, over 30% of people sought

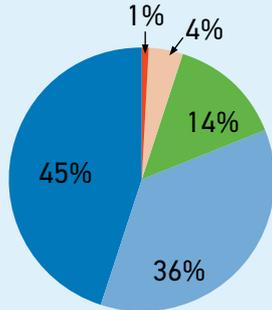
advice from locals before undertaking their recreational pursuit. This reinforces the vital role SAR people and others, such as tourism operators, play in ensuring visitors have the necessary information (which is often specific to the activity or area you work and play in) to keep themselves safe.

YOU'LL SEEK LOCAL KNOWLEDGE BEFORE GOING ON AN OUTDOOR TRIP

New Zealanders



International Tourists



The above graph relates to the outdoor safety attitudes section of the survey. It is indicative of similar attitudes in the boating and water sections.

It is worth noting that in a follow up question, which asked what information sources people use to help find information, there is not one definitive source outside of seeking personal or local knowledge – further evidence of the value of local people educating visitors to their area.

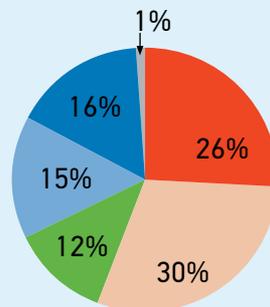
The survey: 'Public Knowledge of SAR Prevention Measures and Attitudes Towards Active Recreation Safety' questioned New Zealanders and international tourists in two separate surveys. It was divided into questions on boating safety, water safety and outdoor safety, as well as general knowledge of active recreational safety.

There were a number of key findings; amongst them, confirmation that New Zealanders and international tourists have very different levels of knowledge of and attitudes towards recreational safety. Unpredictable weather is just one area that highlights the need for hard hitting messages.

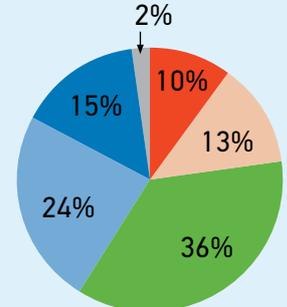
The survey, which was carried out in August, is a valuable resource for the Recreational Activity Safety Partnership's four collaborators - NZSAR, the NZ Mountain Safety Council, Water Safety NZ and Coastguard NZ - as they determine the most effective promotional activity. Changes include more targeted social media activity.

NEW ZEALAND'S WEATHER IS USUALLY VERY PREDICTABLE

New Zealanders



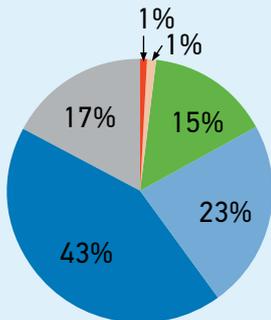
International Tourists



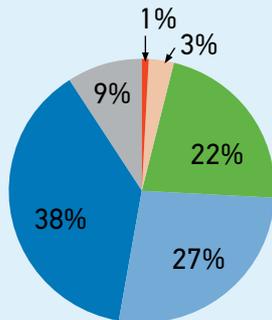
The above graph relates to the boating safety attitudes section.

KNOWING WHAT TO DO IN A RIP

New Zealanders



International Tourists



The above graph relates to the water safety attitudes section.

The survey identifies a mixed bag of understanding of the characteristics that sit behind the rules of the safety codes, highlighting more work needs to be done to promote consistent safety messages.

Dr Kevin Moran, Principal Lecturer in Physical Education at the University of Auckland, is carrying out further statistical analysis of the data to share internationally. Plus, other agencies are using the survey to support and inform the work they are doing to persuade people to take responsibility for their safety, and to reduce incidents of people going missing, getting injured or lives being lost in New Zealand.

KEY Strongly Disagree Mildly Disagree Neutral Mildly Agree Strongly Agree Don't Know

CALENDAR

SAREXs and SAR training see:

nzsar.org.nz/calendar/events

**Consultative Committee Meeting,
Wellington: 4 February 2016**

**NZSAR Council Meeting, Wellington:
18 February 2016**

Exercise Rauora Auckland: 31 March 2016

**ANZSAR Conference, Gold Coast:
1 June 2016**

WEBSITES

New Zealand Search and Rescue Council.
This newsletter is available as a PDF on this
website:

www.nzsar.org.nz

Safety information and tips for the public
planning outdoor activities

www.adventuresmart.org.nz

Information about 406 Beacons, including
where to purchase, rent and register a
distress beacon

www.beacons.org.nz

Rules governing the use of UAVs

www.caa.govt.nz/rpas/

Worksafe

www.business.govt.nz/worksafe

2016 ANZSAR conference aims to tackle the
issues and challenges in SAR and support
professional development in new training,
techniques and requirements.

<http://sar.anzdmc.com.au>

DUNCAN'S DESK



Summer is here – this one represents a bit of a personal marker as I have now been with the NZ Search and Rescue Secretariat for ten years. A lot has changed in that time, but in its essentials, search and rescue remains much the same with great people selflessly doing a fantastic job, in often terrible conditions, for people they usually do not know at all.

The Secretariat has been involved in a vast array of collaborative projects, meetings and events recently that are worth mentioning, as they represent how far the sector has come in working effectively together.

Rhett Emery is now settled into his role and has been working on a number of training related tasks including: monitoring and reporting of SAR individual and collective training, collating the prediction of SAR (ACE) training needs, and representing us at various forums, including one looking at all-of-government emergency management preparedness training. He's chaired the SAR forms and template forum and run workshops on the gap in marine SAR training, SAR evaluation and air observer training needs. He has also found time to attend the extended search planning (land) pilot course, and an avalanche SAREX in Taranaki.

Carl has also been out and about. He attended the Australian National SAR Council, where we have observer status. This forum is an excellent opportunity to stay in touch with our Australian SAR colleagues (and provides a great opportunity to talk rugby – didn't the ABs do us all proud at RWC 2015?). He has been closely engaged with arrangements called the Incident Management Reference Group and the National Exercise Programme. These for a are important for the search and rescue community as we need to ensure we stay linked in and aligned with a wide set of agencies. When in the office, Carl has focused on delivering the search and rescue data standard, statistical reporting and initiating the fatalities research project.

I have been involved with various collaborations, from speaking at some of our Rauora mass rescue exercises, to working with the Department of Prime Minister and Cabinet's Hazards Risk Board, to negotiating the backcountry avalanche advisory agreement. I've also collaborated with partner organisations around the visitor intentions process and the marine radio joint synergies project. And I very much enjoyed getting out with SAR people at the Wellington Rogaine SAREX in the Orongorongo's, the Canterbury & Tasman SAR Police camp in Arthur's Pass, and hosting the abnormal flight SAR exercise here in Wellington.

We all know we're in for a busy summer of search and rescue – because it always is. Stay safe.

Duncan Ferner

d.ferner@transport.govt.nz

HARRY MAHER RESIGNS FROM LANDSAR

Harry Maher has resigned as CEO of LandSAR to take up a position as Director of Health & Safety for the Department of Conservation. Harry, who was at the helm for three and a half years, says he leaves with mixed feelings.

"While I am taking up a position I am very excited about, at the same time I am leaving a great organisation full of great people.

"I have thoroughly enjoyed my time at LandSAR and I am proud of the improvements that we have achieved over the last few years. I will leave LandSAR with huge respect and admiration for the commitment and professionalism of the volunteers, staff and board members that are LandSAR itself."



Harry Maher playing this part at an Avalanche SAREX



Link is produced by New Zealand Search and Rescue Council

www.nzsar.org.nz



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www.beacons.org.nz