

20 Q's



Dan Zinge
Palm Harbor
FD

Dan Zinge, a District Chief from Palm Harbor Florida gives us time for 20 questions on extrication. He has 26 years of experience, and has competed and won the TERC national and international competitions. He has also received the AI Mooring Leadership Award for the Best IC at the competition.

Genesis: 1. *What is the number one priority of an incident commander on a rescue scene?*

DZ: As an IC my number one priority is the safety of my rescue crew. While they focus on the patient's treatment and extrication, I focus on the overall scene safety and being two to three steps ahead of the needs of the crew.

Genesis: 2. *Describe your most memorable scene and why it stuck with you?*

DZ: I would like to say that my most memorable rescue scene that I was a part of was one that went off with out a hitch, but it wasn't. The call that had the biggest impact on me and my department was one that involved in a full sized SUV that rear ended semi-trailer causing heavy front end damage to the SUV and pinning the driver of the SUV under the dash and steering column. Using out dated extrication techniques and tools resulted in a rescue that today

would take about twenty minutes to complete taking over an hour. After that call I dedicated myself to the understanding the "art of vehicle extrication".

Genesis: 3. *How did you get into the TERC competitions?*

DZ: As part of my search for extri-

"After that call I dedicated myself to understanding the Art of Vehicle Extrication".

around the US, Canada, and the World. Being able to ask questions or share information is the key to staying up to date on the latest rescue tools and techniques.

Genesis: 4. *What are the TERC qualifications?*

DZ: Anyone can be a member of TERC. In fact it is because of TERC's membership diversity that problem solving and information

sharing is so effective. All a team has to do to enter a TERC extrica-



cation information most points lead to TERC. TERC USA is more than just rescue competitions it provides a forum to meet other rescuers from

tion challenge is have six people, PPE, and a basic knowledge of vehicle extrication techniques. Complete challenge rules and tool list

can be found on the TERC website at www.terc.us

Genesis: 5. *Can you describe your training regimen to prepare for TERC, and how it differs from your department training?*

DZ: The training is basically the same. Both put great emphasis on scene, crew, and tool safety. Extrication techniques are broken down

presence of new exotic metals is through vehicle manufacturer specifications. Knowing which vehicles carry which types of metals and their locations. This information can be found on vehicle manufacturer's websites, online extrication forums such as TERC USA or world Rescue Organization (WRO). The best way to handle these exotic metals is

intrusion involving the steering column and dash components; on occasion, the SRS has not been deployed which causes a dangerous secondary hazardous situation for responders. Knowing where and how these systems work reduces the chance of further patient and rescuer injuries.

Genesis: 8. *Would you rather roll a dash with rams, or lift the dash with a spreader, and why?*

DZ: Both techniques are effective, which one to use first greatly depends on the situation presented. With that said and all things equal I would rather displace a dash with the spreaders. Used correctly and in combination with a good set of cutters, the spreaders provide a huge displacement and more importantly they are usually not in the way of the patient's removal.

Genesis: 9. *What is your tool compliment on your heavy rescue, and why do you have those particular tools?*

DZ: Palm Harbor Fire Rescue staffs a heavy rescue equipped with two complete sets of Genesis Rescue tools. One set is connected to an onboard PTO pump with four 100' reels that supply one XL40 spreader, one Boron Capable C-231 cutter, one telescoping 24" to 57" ram, and one mid range push/pull ram. The second set is powered by a 6.5 Hp Genesis simo pump supplying two 50' reels with one C-165 cutter and one Combo tool attached. We use this tool configuration due to the heavy and frequent use of the tools. Having all six reels equipped with different tools enables the crew to quickly determine what tool is needed and deploy it quickly.

Genesis: 10. *What were your considerations when evaluating a rescue*



into simple step by step procedures and continually practiced until everyone knows the steps. The biggest difference between the two is while training a team for a TERC competition a greater emphasis is put on the coordination and timing of the crew. We like to call it the "Showmanship factor".

Genesis: 6. *How do you deal with the new materials in vehicles such as Boron/UHSS steels?*

DZ: The best way to deal with the

to avoid them! In cases where this is not possible, for example, in BORON, it is imperative to have a cutter than can cut in the 200,000 psi range in order to be effective.

Genesis: 7. *What do you think is the greatest hazard on an extrication scene, and how do you deal with it?*

DZ: The greatest hazard is maintaining rescuer safety. The key is recognizing the situation that you are presented with. For example, a vehicle that has severe side impact

DZ: In 2005 PHFR conducted an in-house evaluation of rescue tools to replace an outdated set. We used tool compatibility, performance, and safety as criteria to determine which tool company best suited our needs. First on the list was compatibility. The tools selected needed to match our current 10,500 psi high pressure system which ruled out 5,000 psi systems. Second, on the evaluation list was performance. The tool system needed to be able to meet our needs of the present and be able to adapt to the challenges of the future. Third, was safety, both tool and rescuer. Having a tool that can cut through 1" Boron pipe is great, but if the tool does not provide the right combination of balance and power it cannot be used safely thus making the tool ineffective.

Genesis: 11. *What actions do you perform when prepping a vehicle for extrication, and why?*

DZ: Prepping a vehicle for extrication is team effort. The safety of the scene and crew is the job of the IC, the lead medic has patient care, and rest of the rescue team stabilizes the vehicle, secures the hazards, and preps the glass for removal.

Genesis: 12. *What are your command considerations on an extrication scene?*

DZ: As an IC, conducting a thorough size-up is a priority. Quickly determining how many vehicles are involved in the accident, how severe the damage is, what hazards are present and need to be mitigated, how many patients are injured and to what degree of entrapment are all important considerations of the IC.

Genesis: 13. *It seems medical is always arguing with extrication as to who has the authority on scene. Who*

do you think should have authority and why?

DZ: There is a difference between authority and responsibility. The IC has the overall authority of any well run rescue scene, while the lead medic has the responsibility of patient care. It is through the IC's command structure that medical sector operates. It is imperative that the medical sector work in conjunction with the extrication sector to come up with the best possible plan of attack.

Genesis: 14. *A lot of times on very heavy extrications i.e. semi/tractor trailers departments are using heavy duty tow trucks to lift trucks away from the scene. Do you advocate this, why or why not?*

said, using tow trucks is an acceptable practice as long as they operate within the control of the overall plan. One major concern with using civilian resources in emergency situations is that it is difficult to determine their level of expertise and it is important to assign someone to stay with them to make sure that they stay on task and not freelance.

Genesis: 15. *Can we still use chain to move the steering column? Much has been said about this being extremely unsafe.*

DZ: Using a chain to displace a steering column is still an acceptable practice. It is important to note that using this method is hazardous and requires the rescuer to "read" the column to first see if it is intact and



DZ: The mark of any good IC is their ability to use whatever means necessary to provide the best recourses available so that their crews can achieve their goals. With that

not broken. Is the steering column a solid shaft or adjustable? And most importantly, is there an active SRS in place. With the advent of multi-adjustable rams and new techniques us-

using spreaders the reliance on chains to move steering columns is fading.

Genesis: 16. Do you start your spread at the Nader pin side or the hinge side?

DZ: Again, where the spread is started greatly depends on the situation presented. If the patient is right up against the "B" post then cutting the hinges and spreading from the

Genesis: 18. On roof removal, some departments just flap the roof back, where others always remove the entire roof. Which do you do and why?

DZ: Whenever possible we at PHFR remove the entire roof. The reason is that it usually takes less time, removes more of the hazard, and provides a bigger exit for which to re-

having to cut a seat back. Usually, if the extrication process requires the removal of seats to complete the exit hole this is typically well into the operation and if the power was secured early it reduces the danger of SRS by allowing the firing solenoid time to discharge which is typically takes about 20 minutes.

Genesis: 20. What is your best advice for up and coming company officers?

DZ: My best advice for ICs, company officers, and all rescuers is to become students. Even for us old dinos asking questions is what make us stronger and enables us to provide the best possible service. Seek out information from vehicle manufactures. They all have great information on their websites. Join peer groups and discuss how vehicle extrication philosophy varies from region to region and why. Find out if what your department is currently doing is up to date or are you behind the times.

Genesis: 21. What is your...

DZ: You said "20" questions not "21".

Genesis: Just one more easy one.

DZ: Shoot.

Genesis: 21. What is your favorite brand of rescue tool?

DZ: You guys are shameless....

Genesis: Thanks Dan.

DZ: Thank you.

In July 2008, Chief Zinge will lead Palm Harbor when they represent TERC and the USA at the World Rescue Challenge in Wales. You can ask Dan Zinge questions about the article by emailing him at: 20Questions@genesisrescue.com. The most popular and thought provoking questions will be answered by Dan and posted at www.genesisrescue.com



front is preferred. If the "B" post is clear or the Nader is located away from the patient then attacking the pin is a preferred option.

Genesis: 17. Low pressure air bags to stabilize overturned vehicles. Is this ok?

DZ: It is my belief that the use of air bags should be kept to their intended use and that is lifting. Using air bags in **combination** with rigid cribbing (i.e. wood, rubber, plastic) or an adjustable strut system is an option.

move the patient.

Genesis: 19. Do you keep power to the vehicle in case you need to move the power seats or do you always cut the power to the vehicle and move the seat with the spreader and or Ram?

DZ: It is my recommendation that early in the extrication that the power be secured. It is a simple issue of risk verses benefit. There is more that can go wrong with the vehicle that is still energized such as sparks, arcs, and un-deployed SRS compared to