

Very Important, Please Read

Here is one of them things that in my mind, everyone should know. When a fellow rider goes down, What do you do? I've been after Vicki for about 3 years for this article. After being very persistent, I finally got it. Thanks Vicki.

ABC's Of Trauma

By Vicki Roberts-Sanfelipo, RN/EMT

It's the last thing we ever want to deal with. Don't like to think about it, talk about it, or -- least of all -- see it happen. But crashes come with the territory for any type of motorized vehicle. Your primary goal, if you're involved in any way, should be to minimize the damage.

Managing a crash scene can be frightening and overwhelming. One thing that will help you stay calm is to be prepared with a plan of action. While this article can't replace a full class on crash scene management, the strategies outlined here will help you stay focused and act effectively in an emergency.

Let's say you're riding with a buddy who becomes involved in an accident with another vehicle. What should you do first? What injuries need to be addressed, and which ones can wait? How can you reduce injuries and fatalities through proper actions at the scene? Accident Scene Management Inc. (ASMI) teaches a simple format to help you remember the tasks at hand. The system is called PACT, which stands for

P: Prevent further injury

A: Assess the situation

C: Contact the Emergency Medical System (EMS)

T: Treat injuries with life-sustaining care

Prevent

Your first consideration is to prevent further injury, so before you do anything else, you must secure the crash scene. For a start, move uninvolved vehicles completely off the road, and put their flashers on. Do not turn them around since this can disorient oncoming traffic. Leave enough space around the crash site for emergency vehicles to get through.

More importantly, don't become another victim! There are a number of ways to protect yourself and other people. First, make yourself visible by carrying a flashlight and/or wearing reflective, light-colored clothing. Second, if you have enough people available, send someone to slow traffic coming in each direction.

Third, take precautions to protect yourself from blood and other body fluids. This includes wearing medical gloves and covering exposed skin. Use a bandana to cover your mouth and nose if the injured person is coughing or spitting up blood. And keep your eye protection on. Fourth, be aware of spilled gas and battery acid and sharp, hot parts when you're dealing with the motorcycle.

And, finally, if you can safely leave the injured person where they are, DO NOT MOVE THEM!

Assess

Your second consideration is to assess the situation. If you have a cell phone, you can do this at the same time you dial 911, by speaking with the dispatcher from the crash site. If you have to leave an injured person to make the call, quickly assess the scene before you go. You should take 60 seconds or less to gather information for your 911 phone call and to make sure the injured person is safe. Contact the EMS

Your third priority is to contact the Emergency Medical System (EMS). Make this call as soon as possible! The dispatcher who receives your call will need to know certain things immediately: 1. What happened? 2. Where are you? Knowing this ensures they get proper help on the way. 3. How many vehicles were involved? 4. How many people are injured, and what are the possible injuries? 5. Are there other safety factors that should be considered (such as a power line down, fire, etc.). Do not hang up until you are dismissed by the dispatcher -- you want to give them as much information as they require. Be sure to give the dispatcher your name and phone number before hanging up.

Treat

Your fourth job is to recognize and treat life-threatening injuries. These can be remembered, and should be addressed, in the following order:

A: Airway

B: Breathing (Jaw Thrust)

C: Circulation (Bleeding)

S: Shock

S: Spinal Immobilization


First, open the airway using the jaw-thrust method, to keep the neck in alignment (remember, spinal injury should be considered in all motorcycle incidents). If artificial respiration is required, give two breaths initially, then one every five seconds using a Breathing Barrier.

Once the airway and breathing have been addressed, look for and treat any obvious serious bleeding. Use direct pressure, elevation, and pressure points to control it, unless the bleeding is coming from a broken bone that has severed an artery. In that case, bleeding should be controlled using only a pressure point.

Note: Once you place a piece of gauze over a bleeding area, be sure to keep the original gauze over that area. Removing it might disrupt the blood clot that's forming, and will start the bleeding all over again.

If a person seems to be in shock (they're cold and clammy, pale, anxious, or show an altered level of consciousness), this may indicate internal bleeding. In this case, you cannot put pressure on the area or use a pressure point to control

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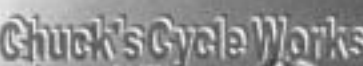
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