

Newsletter

Spring 2004 Issue No. 200401

# Dr. Van's Corner

I received the following article from one of our pilots, Andy Anderson. The flight that he has written about took place on April 3, 2004 in my C414. The article depicts the many facets of our flights and how he and his co-pilot, Ken, handled the unknown obstacles.

Ken and I flew 5 legs during this flight alternating each leg. We started from St. Cloud (STC) to Litchfield (LJF) so that we could pick up our volunteer nurse. We then flew onto Rochester (RST) to pick up the patient. From Rochester, we flew onto her destination, Peru, Illinois (VYS). On the return flight, we flew from Peru Illinois to Litchfield and home to St. Cloud.

The main difference on this flight from others was the tremendous wind that we fought all day; both in flight and on the surface. In Rochester the wind at arrival was 22 to 30 gusts and on departure 27 to 36 gusts. Naturally the wind never was right down the runway all day but it was within reason. Because of this wind, we could foresee extreme difficulty in loading our patient. I called ahead to RST aviation to see if we could park right next to their terminal for loading, they agreed.

Our patient was a stretcher bound elderly woman with no available movement. (One of the reasons for utilizing Dr. Van's plane is it's equipped with a stretcher.) We were led to believe that she weighed 146 lbs but she was closer to 170 lbs. She had a PIC in her right arm for meds and was on 2 liters of oxygen. This meant extreme caution when handling her.

The wind was too much. I went inside RST aviation and told them that we absolutely had to get the 400CS inside their big hangar for the loading even if we had to pay for it. The supervisor agreed to let us do that with no charge. We hooked up the tractor, pushed the plane in and had the ambulance drive in also. I remember noticing the hangar floor, it was clean enough to eat off of. It was still windy inside the hangar so we requested the door be shut and RST aviation responded immediately.

The ambulance driver was very good and helpful. I also got the youngest strongest line man from RST aviation that I could find to help load the patient. We basically put the head end of the gurney right at the floor of the 400CS. It took 5 of us to lift her into the plane and then onto our stretcher- 2 in the airplane on their knees and lifting the patients shoulders, me on the stairs lifting under her back and the last 2 on her legs. This enabled us to get her to a lying position on the floor with her legs still out the door; we then

repositioned ourselves and made a level lift onto our stretcher. During all the lifts, we utilized the sheets that she was on while lying in the gurney. It took us at least 20 minutes to get our patient on our stretcher in the airplane.

We then flew the leg to Central Illinois @13000 ft in smooth air with a GS of about 250 and made it in one hour and one minute. It was quite choppy on the climb and descent from about 6000 on down but we minimized the time there. We could not get out of the wind in Peru Illinois but we had two good ambulance ladies and we essentially reversed the process and got her out of the airplane quite a bit easier than it was getting her in.

The trip home was the slowest that I have ever had with ground speeds to LJF averaging around 120 Knots. We couldn't go low because of the turbulence and were forced initially up to 8 and shortly thereafter up to 10 Instead of the thousand. original flight plan for 2 hours for this leg it took us 2:30. On the good side, I decided to fill up the tips and Aux tanks @LJF. We bought 120 gallons @\$2.30 instead of \$2.71 in STC for a savings of \$50!

Your airplane worked very well. Ken did a nice job and was happy for the flight. \*\*\*\*\*\* **★**★★ Dura Supreme, a custom cabinetry com- $\star$ pany located in Howard Lake IN has committed  $\bigstar$ \*\*\*\*\*\*\*\* to Wings of Mercy their ★ **Cessna Conquest for 2** ★ ★ flights a year! \*\*\*\*\* Thanks Dura Supreme for believing in our "Giving Wings to Those in Need" mission.  $\star \star \star$ Winds of Mercy now has 3 differing companies volunteering their planes for missions. If you would  $\star$ like to volunteer yours, ★ please contact our Safety ★ **Director Dave Johnson**  $\star$ email address; ★ dichnson@cloudnet.com ★ or phone  $\star$ number 320.255.9778.  $\star$ \*\*\*\*\*\*\*



Π

Π

Π

Π

Π

Page 2

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

Π

# **Contact Phone Numbers** and Email Addresses:

President, Dr. Dave Van Nostrand 1-866-622-6332 Email: vanoccdoc@yahoo.com Flight Director, Glenn Young 1-800-98-MERCY Email: geyoung@hutchtel.net Nursing Director, Randy Giles Email: rogiles100@mn.astound.net Executive Director, Kate Ritzer 651-484.7277 Email: keritzer@comcast.net Operations Manager, Donna Purinton 1-866-622-6332 Email: donnajsmart@hotmail.com Π Π Safety Director, Dave Johnson 320.255.9778 Email: djohnson@cloudnet.com Π Π Board Members Email Addresses: LoriJo Turner, turner@cloudnet.com Roger Bonn, RogerB@Petersbodyshop.net Linda Dowdy, lindowdy@visi.com John Huls, jhuls@18001.pjc.com Π Wayne Kimber, skimber@hbci.com Rick Murray, rick@rdimn.com Dan Severson, rep.dan.severson@house.mn Π

### Special Thanks to the Vocational **Evaluation and Training program (VET)** for the

\_\_\_\_\_\_

collation, labeling, sorting and sealing of this newsletter. Between VET and Coborns for the printing of the newslet-ter, Wings cost has been drastically reduced in the producing of this informational newsletter.

VET is a work training program for students ages 14-21 with special education Π needs. The goal of the program is to Π teach students how to be productive, contributing, and valuable members of a "working community" For more information regarding this program, contact Π Chris Zweber at 952-835-0071. Π

#### **Safety Director** Dave Johnson

#### TEST PILOTS

There are many kinds of aviation pursuits that evoke a romantic image of some sort -- airline pilot, crop duster, top gun.... but probably none has quite the mystique as that of "test pilot". The guest speaker scheduled for our 2000 Hangar Banquet was among the elite of that group: Tom Morgenfeld, the Chief Test Pilot for the Lockheed/Martin Skunk Works. A change in the flight test schedule for the Skunk Works latest creation, the X-35, forced him to cancel. If you would like a second chance to hear and meet him, refer to the info at the end of this article.

Modern test pilots are very skilled, but very methodical, pilots. No white silk scarves, no "kick the tire and light the fire", no carouse 'til the wee hours then blast off at the crack of dawn into the wild blue yonder. They learn the airplane inside and out; they practice in simulators; they study performance charts to pre-determine go-no go criteria. They study the weather, plan alternates, and yes, file a flight plan. During the flight they follow their planned itinerary; spontaneous deviations are frowned upon. After a flight, they review what went well and what did not.

Does all this sound familiar? Sounds an awful lot like you, the conscientious general aviation pilot, doesn't it? And it should. After all, every time you take that aircraft up, for all practical purposes, you are a test pilot as soon as the wheels leave the ground. Just because everything worked last time doesn't mean it is all going to work this time. Take a lesson from the pros -- and the Boy Scouts: Be Prepared! And treat every flight like a test flight.

On April 30, 2004, Tom will be speaking at an awards banquet for the University of Minnesota student branch of the American Institute of Aeronautics and Astronautics, at the American Wings Air Museum, Anoka County Airport [ANE] -- the same place our 2000 Banquet was held. Since he recently retired he isn't likely to cancel! The AIAA would welcome outside guests at their banquet. Cost will be about \$25, meal included (sorry, there is not a "no-meal" option); festivities begin with a social hour at about 5:30. If you are interested, contact me by email, djohnson@cloudnet.com and I will forward appropriate info as it becomes firm. His primary topic will be the Joint Strike Fighter competition and the X-35 [the subject of the PBS Nova program "The Battle of the X-Planes], but he will address other things folks may have questions about.

### From the Flight Director Glenn Young

We flew 6 flights in February, 2004 and 3 in March. We had some problems with weather in March. The phone is getting busy already in April and we could be busy if they are trips we can handle. At this point, a lot of our trips are longer distance and have a need of more space due to equipment or cast. It looks like we have a 58 Baron coming aboard soon. This will help as it is easy to load a patient with the large door in the back. Last week I had 2 calls as to whether Jamaica was with in our range. I still get a call or 2 each week about Florida and California or Arizona. There is a lot of need for medical transportation as Insurance will cover only emergency transportation. Each day I thank you pilots who put so much into this program. Things would not happen with out that. Thank you and keep trucking!!!!



#### Mercy Missions Summary Report

#### **Total of 549 Mercy Missions**

Fly-In City Breakdown						
Twin City missions						
Rochester missions						
Northern part of MN missions						
Out state missions						

Monthly Breakdown													
Year	Total	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1995	28				3	1	2	4	2	7	6	1	2
1996	42	1	5	3	2	2	1	1	6	8	4	5	4
1997	50	2	2	6	5	9	4	4	4	1	4	4	6
1998	42	3	3	2	2	3	9	1	9	3	4	0	2
1999	60	4	3	6	4	7	8	7	3	7	4	3	4
2000	79	7	7	9	8	10	2	6	2	4	7	10	7
2001	61	1	5	3	5	7	2	6	6	7	7	7	5
2002	105	9	3	12	6	11	5	14	9	11	*5	12	8
2003	64	11	8	8	7	0	3	4	9	5	3	6	5
2004	13	4	6	3									
* 3 cano	celled du	e to wear	ther										
Totals	549	42	42	51	42	50	36	48	50	53	44	48	38

Total Beneficiary Mileage since beginning = 369,123.00

Total Beneficiary Mileage 2004 = 9470.00

Children account for 315 missions, adults for 205 missions.

All totals do not add up to total number of missions because earliest missions did not compile statistics.

Wings mercy missions have transported patients to the following hospitals:

Mayo Clinic	157 trips	Milwaukee Cancer Place	15 trips
Children's / Msp	53 trips	St. Cloud Hospital	10 trips
Children's / St. Paul	8 trips	Bethesda	3 trips
Fairview Hospital	63 trips	Gillette Children's	7 trips
Parker Hughes	8 trips	Regions St. Paul	1 trips
Shriner's	89 trips	Others	18 trips
	-		-

# Nowhere to go on a Monday Night?

Spend the last Monday night of the month at the Ground Round Restaurant in downtown St. Cloud and get 10% of your meal donated back to Wings of Mercy. Upcoming Monday night dates are April 26th, May 31st and June 28th. You must mention Wings of Mercy for the donation.

sserdda evobaeht ot liamoitubirtmoc eerf-xatadnes o T

#### de tseugeRecivreSnruteR

10365 NM, duo IC. tS eune vAdr 33 h t uoS 65 891 x oB



10403 . ON T IMREP N MS I LOPAENN IM DIAP EGAT SOP SU GRO T I FORPNON

## Wings partnership with Cybertel Phone Company results in reduced phone rates.

Sign up to be a Cybertel customer and Wings receives a percentage of your phone bill as a contribution. The following new rates are effective 5-1-04.

> Interstate (State to State) rate: 3.9¢/ minute (cpm) Intrastate Rates: (LD calls within the state) {toll free intrastate rates in parentheses} Minnesota: 0.10 cpm {0.086} Wisconsin: 0.0498 cpm {0.041} North Dakota: 0.119 cpm{0.132} South Dakota: 0.172 cpm {0.19} Iowa: 0.078 cpm {0.075} Illinois: 0.035 cpm {0.036} Indiana: 0.043 cpm {0.033} Michigan: 0.034 cpm {0.039} and Nebraska:0.082 cpm {0.113}

Business lines and current 800 lines/numbers can be retained. A person can have one toll-free number assigned at no charge. Cell phone accounts cannot be serviced.

No extra numbers to dial, no monthly minimums as long as account bills over \$5.00 per month. If a customer does not bill more than \$5.00, a \$2.95 fee applies. This does not apply to existing members.

No long term contract required.

6 second billing increments, 18 second minimum.

Contact Cybertel at 1-866-242-9400.