

# AIR LINK

REGIONAL WEST

# UPDATES



## Where did 2023 go?

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The old saying “time flies” really is true! It feels like our Education Conference was yesterday and now here we are one fourth of the way into 2024. Thankfully, time is not the only thing flying and we continue to grow and improve our team:

- TWO flight nurses just returned from maternity leave (future flight clinicians???)
- The ventilator course in November was excellent for adding some tools to our toolbox!
- We have been reviewing lots of pediatric education since RSV season is in full swing

As always, if you are looking to add more tools to YOUR toolbox, we would love to schedule a time with you to work on any skills you may want to fine tune with education tailored to your needs.



## Call us and we will be there...once you have a bed assignment.

In the good ol’ days, before the big C (Covid-19), when you called The Transfer Center and requested an interfacility transfer, we came as quickly as possible as long as you knew the receiving facility’s location. In most instances, by the time we arrived at your facility, you had a confirmed bed number and the transfer proceeded without issue. Then, the pandemic. Best case scenario, beds could be found in hours, but sometimes a transfer took days to make all the stars align – often with numerous changes along the way. Sadly, there are still days when a bed assignment takes hours or days. Therefore, we had to make some changes – I know, add it to the list of things that the pandemic changed.

Now, when we get a request, we must at least have a confirmed location (and even better, a bed number) in the receiving hospital to respond to your facility. The receiving location in the hospital can be a confirmed “Emergency Department bed” or “Cath Lab.” Our air medical transport service

is as busy as ever, and in some cases we could transfer another patient or respond to a scene call in the waiting period of a bed/location assignment on another request. So, please be patient with our communication specialists in the Transfer Center when they are insistent upon a bed/location assignment at the receiving facility.

If inclement weather prohibits us from flying in a certain direction, we can also check with our pilots and let you know in which direction the weather is acceptable to fly, and assist you in finding an alternate receiving facility in an area where the weather is more favorable. Remember that our Transfer Center is willing and able to help with the process of finding a receiving facility, as well as alternate modes of transport outside of just our own fixed wing and rotor wing aircraft. We know how important it is that you get your patient transferred and we are ready to help! We value our relationship with you and we thank you for your ongoing support of Air Link.

### Important dates...

#### Regional West Stroke Symposium

- June 19, 2024

#### NEAAMS Safety Symposium

- Sept. 26, 2024

#### Regional West Trauma Symposium

- Oct. 4, 2024

#### Air Link Education Conference

- Oct. 12, 2024

All classes are FREE and are hosted in Scottsbluff – stay tuned for details and plan to join us!

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Laser strikes on aircraft remain a serious threat to aviation safety. It may seem like a harmless prank, but intentionally aiming a laser at an aircraft poses a safety threat to pilots and violates federal law. The light expands significantly as it travels and by the time it reaches an aircraft it is like a camera flash and floods the cabin with bright light. Obviously, this can be very disorienting and can even temporarily blind the pilot. This poses a significant risk to the pilot and anyone being transported. According to the FAA website, there were over 13,000 reported laser strikes in 2023 – up from 7,000 in 2016. Noteworthy, also, is the fact that it does not take some fancy high-powered laser – a simple pointer that can be found on Amazon can do a lot of damage. The point is, it is not worth the risk or the prison time. Do not do it yourself and if someone you know does it, turn them in. Keep our aviators safe!



## !!!PC-12 Patient Loading SAFETY ISSUE!!!

A Guardian Flight PC-12 crew (not Air Link) was transporting a patient when the ground EMS stretcher and safety bar became entangled in the support leg and locking actuator of the PC-12 loading ramp. The PC-12 crew was focused on safely loading the patient into the aircraft when the ground crew withdrew their stretcher from the PC-12 loading ramp, causing the supporting leg of the ramp to collapse. After the leg collapsed, the ramp, PC-12 bed, and patient fell a short distance, coming to rest on the aircraft door threshold. Please, lock the wheels on EMS stretchers and do not move the stretcher until the patient is safely secured inside the aircraft.

# SAFETY FIRST