



Hot Sheets

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CURRENT EMS HEADLINES

Milwaukee, WI Flight For Life at the Milwaukee Regional Medical Center (MRMC) has announced they will be placing a community-based emergency helicopter at the Fond du Lac County Airport in 2008. The expansion will bring their helicopter total to three.

Madison, WI Officials from the Department of Transportation (DOT), state legislature and the Wisconsin EMS Association have been meeting to design the new First Responder license plate. The plates will become available later this year.

Wisconsin A total of nine workshops have been scheduled to help applicants apply for the Assistance to Firefighters grant. Grants are also available to EMS providers. See the schedule at www.firegrantsupport.com

EMS EVENTS

February 28, 2008 Assistance to Firefighters Grant workshops. 1:00 PM, 202 E Oak St., Sparta & 7:00 PM, Chippewa Valley Technical College EMS Education Center, 3623 Campus Rd., Eau Claire.

March 13-16, 2008 WITC Emergency Services Conference, Telemark Lodge, Cable.

March 27-30, 2008 Wisconsin State Firefighters Annual Convention, Holiday Inn Hotel & Convention Center, Stevens Point

ACTIVE EMS LEGISLATION

SB-286 Increases the age limit to 30 for children of an EMT, First Responder or Firefighter killed in the line of duty to obtain free college tuition through Wisconsin Technical College System or University of Wisconsin. Public hearing held on January 30, 2008.

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State Medical Director, Dr. Keith Wesley Resigns

The exodus from the State EMS Office just doesn't seem to stop. Following his absence as a presenter at the *Working Together* conference last week, Dr. Keith Wesley has resigned from his position as Wisconsin's State EMS Medical Director. He made the announcement official to Section Chief, Brian Litza, this past weekend.

Dr. Wesley has been a fixture within Wisconsin EMS for nearly 15 years. During that time he has held positions on the Physician Advisory Committee including as the committee chair, on the EMS Advisory Board, and most recently as the State Medical Director. Throughout this time he has been involved in a variety of projects and initiatives including helping to create the Enhanced Intermediate Program, mask CPAP trial, selective cervical spinal clearance, additional skills at the EMT-Basic level and much more.

In written correspondence to the Wisconsin EMS Association, Wesley wanted to be able to thank everyone for the support they have provided over the years. "It has been a great experience and I'm very proud of the accomplishments we have made. Wisconsin has benefited from the countless hours of dedicated volunteers who have written protocols, policies, education curricula, and developed guidelines for data collection and quality improvement. The state enjoys the most aggressive scope of practice in the nation," wrote Wesley.

Wesley says he will concentrate his time and energies as the Minnesota State EMS Medical Director, a position he was awarded only a few months ago. "I have also accepted the position of medical director for Health East Medical Transport in the Twin Cities. This, along with my continued speaking, writing, and consulting activities, will keep me busy," said Wesley

Unfortunately another resignation is the last thing that the already battered State EMS Office needs. Still, the lack of staff support and the slowed work pace didn't require much work from the state medical director as of late. In fact, Wesley had been putting in less hours each month due to the lack of active tasks.

Litza, who was out of the office and unavailable for comment, has named Dr. Suzanne Martens as the interim state medical director. The position will again go out for bids shortly.

Meanwhile both the Intermediate and Paramedic Coordinator jobs have been posted with today being the deadline for applications.

NTSB Releases Results Of Eagle III Helicopter Crash Investigation

It has been nearly two years since Wisconsin suffered its first fatal EMS helicopter crash. The tragedy came on the morning of April 13, 2006 as the Eagle III backup helicopter, operated by County Rescue Services in Green Bay, crashed shortly after take off, killing the pilot. No patient or other crew members were onboard at the time.

The National Transportation Safety Board (NTSB) has now completed their investigation into the crash along with its finding of probable cause. The full report, available from the NTSB web site, www.nts.gov/ntsb, does not come straight out with a cause for the accident nor does it implicate responsibility. The report does, however, focus on an anti-torque control pedal cover that had been installed prior to the flight. The cover is used to facilitate dual pilot control of the helicopter for training purposes. There are specific requirements with removing or reinstalling the cover including a requirement to have specific training in the operation. According to the NTSB report, the cover may have been replaced improperly rendering control of the aircraft difficult or impossible. The report does not specify who may have been responsible for the error. Unlike many NTSB accident reports, the Eagle III report seems to lack the NTSB's typical level of information.

Additional, private, investigations are likely due to the nature of the incident and potential law suits. Perhaps they will draw a more specific conclusion including a source for the error. Eagle III officials, quoted in the local media, remain sceptical with the NTSB findings. In addressing the suspect control pedal and cover, County Rescue Director, Tom Madigan, says that he is in no position to contest the NTSB's report, but then goes on to say, "We're not exactly sure what may have caused that [the error with the cover], if in fact that was the cause [of the crash]."

Pilot James Vincent Jr., who was killed in the crash, had accumulated 3,074 hours of total flight time, with 2,900 hours in helicopters and 85 hours in the accident helicopter model.