



October 2014

Contact info

Contact LifeGuard through your local dispatch or by calling (800)223-6627

Updates

Preferred frequencies to use when speaking with LifeGuard are:

- 155.340 VMED 28 (State EMS)
- 155.475 VLAW 31 (Law Mutual Aid)

Identify who will be speaking with LifeGuard

To contact LifeGuard for a Safety Training or PR event, call (319) 369-8995 and ask to speak to a member of the flight crew.

Call now and schedule your safety training classes. These are recommended every 2 years, or every year if many new members on your service.



UnityPoint Health
St. Luke's Hospital

The End of an Era

This has been an ever-changing year for the crew of LifeGuard. We've added safety measures, updated equipment, changed our look and freshened things up. We added crewmembers and lost crewmembers. Above all, we have made life-long friends.

As lives change, careers move people to other locations, and opportunities knock. This is what has happened for 3 of our crew. Jenny Reece, RN has decided to return to the University of Iowa for opportunities to further her education. We will miss her greatly as she has been such an asset to our team.

Randy Kluj, pilot with Med-Trans, has taken a position with StatMedEvac in Pennsylvania. He is looking to further his career with more instrument training. Randy has been with us since we partnered with Med-Trans last year. We're sad to see him go.

Michael Cufu, pilot with LifeGuard since 1982, had opportunity knocking at his door this year. As Med-Trans opens new bases, pilot positions also open. Michael's dream of retiring to the panhandle of Florida became an opportunity to fly there also, so he applied for one of the positions in Florida and was awarded the job. Michael's last shift with LifeGuard is Oct 4th. He is moving to "LIFEGUARD 1" in Milton, Florida. Michael received his flight training at Fort Rucker, Alabama, while in the Iowa National Guard in 1979. He continued with the National Guard for the next 23 years before retiring from there in 1995. During that time, he went from being a "fill-in" pilot for LifeGuard, to a full-time pilot in 1985. In 1999, he then became Chief Pilot and then in December of 2012 he was made Director of Operations. Upon partnering with Med-Trans, he was made the Base Aviation Manager.

Michael and his wife Paula have been married for over 40 years. They have 2 children, Heather, who is married to David, and Lance, who is married to Nacole. They also have 2 grandchildren, Micah and Skylar.



Original St. Luke's LifeGuard Pilots left to right: Wayne Scheetz, Dennis Lang, Michael Cufu, Lenny Lester and Dick Miller



Randy Kluj, Jenny Reece & Michael Cufu

Michael said that being with LifeGuard provided him the opportunity to "fly helicopters!" which he dearly loves to do, and be part of a fast-moving, caring medical team. He will miss all the friends that he has gained over the years. Since he will now be less than 30 minutes from one of the nicest white sand beaches, he and Paula will be enjoying their new digs.

With Michael's departure, an era ends for LifeGuard. He is the last of the original group of pilots that we've had for many years, Michael, Dick Miller, Wayne Scheetz, Lenny Lester and Dennis Lang. What a bunch! ...And the new era begins.



Call LifeGuard dispatch 24 hours a day. **800-223-6627**

CAN WE FLY OR NOT?

Over the years, many of you have requested a helicopter to transport your patients. Whether it was from the scene or the local hospital, you made the call. Many times, the helicopter arrived in a timely manner and took your patient to the next stop. But other times, the helicopter has said they were unavailable due to weather. You have looked up and thought to yourselves, “what weather?”

Our pilots and helicopter services are under the rules and regulations of the FAA (Federal Aviation Agency) and other policies that vary from base to base depending on many factors. All are required to abide by their minimum standards before a flight is accepted. The pilots look at the current and forecast ceilings (height of the clouds to the ground) and visibilities (how far you can see through mist, fog, etc.). Other factors also include dew point/temperature spreads, inflight icing, high winds, and maybe it’s just too cold! If they don’t meet the minimum standards, the pilot’s job is to turn down the flight (believe it or not, sometimes their job is NOT to fly!) Many of the incidents in the last several years have been due to weather, not mechanical problems. This trend has created a higher standard in how pilots get the weather, provided more tools available to them, and raising of the ceiling and visibility minimums.

When you are in the heat of the moment taking care of your patient, you have too many other things on your mind than the weather. We understand. So what to do when you get turned down for weather? We recommend asking dispatch if there is another helicopter that may take the flight? This is not the dreaded “helicopter shopping” scenario because dispatch can work with the pilot to possibly find you a service that may take the flight safely. Sometimes it might have to do with where the weather is. Maybe the reason the pilot turned it down is due to a thunderstorm over the Cedar Rapids area whereas another service could take the flight. Working as a team consisting of you, dispatch, and the pilot, there may be another alternative than going by ground. If you do make a call to another dispatch, please inform them that another helicopter service has already turned it down and if you know, why they turned it down.

When a helicopter is requested and it cannot be done by air due to weather, rest be assured that going by ground is the safest option for the crews and the patient. Always remember that the safety of all involved is of the utmost importance.

-Written by Scott Millman, LifeGuard Pilot and Sue Mincks, LifeGuard Paramedic

Educational Opportunities

10/11	Sim Saturday	NICC/Calmar
10/14	Advanced Rhythms	STL/HCC
10/15	ACLS	Des Moines/IMMC
10/16	Farm Safety Simulation	NICC/Calmar
10/17 & 18	Tri-State Emergency Responder Conf	NICC/Dbq
11/4	ACLS	Trinity
11/4	PALS	STL
12/4	Basic Dysrhythmias	StLukes/HCC
3/13/15	Code 1	KCC

Did you know...

October is Adopt a Shelter Dog, Down Syndrome Awareness, & Health Literacy Month
October 1-7 is National Walk Your Dog Week, 5-11 is Emergency Nurses and Fire Prevention Week, & 19-25 is Massage Therapy Week

November is Adopt a Senior Pet, Aviation History, & National Adoption Awareness Month. The 2-8 is Chemistry Week, 16-22 is Game and Puzzle Week, November 10 is USMC Day, November 11 is Veteran’s Day, and November 28 is You’re Welcome Day

December is Safe Toys and Gifts, Operation Santa Paws, and National Drunk and Drugged Driving Prevention Month. The 7-13 is National Hand Washing Awareness Week. The 1st is Civil Air Patrol Day, December 2 is National Mutt Day, and December 21 is Winter Solstice

Requesting LifeGuard:

Remember if you are unsure you’ll need LifeGuard, you may tell dispatch that you would like to place LifeGuard on “stand-by”. The crew will prepare for lift-off while awaiting the “go-mission” call. This saves minutes on lift-off time because the crew is already at the helicopter, and ready for lift-off.

You can also request LifeGuard to be an “in air” standby. This is a good option for when calls are a distance away.

There is no charge if LifeGuard is cancelled.



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