

Asheville Civitan Club, Inc.
PO Box 1755, Asheville, NC 28802

Asheville Civitan Foundation, Inc.
PO Box 1755, Asheville, NC 28802

Mountain Musings



Asheville Civitan Club
Officers and Directors, 2009-2010
Officers:
President -John Reed
Pres. Elect. -Calvin Remmers
Secretary/Treasurer - Frank Holby

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David Aiton, and Keith Thomson

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Chaplain: Mason Wilson

Sgts-at-Arms: Don Fox and Rob Nelson

Mountain Musings Editor: Roger Hill
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Publisher: Keith Thomson



Asheville Civitan Club, Inc.
Builders of Good Citizenship
88th Year of Service
Mountain Musings is the
official weekly bulletin of
The Asheville Civitan Club
and
The Asheville Civitan
Foundation

Asheville Civitan Foundation
Officers and Board Members,
2009-2010
Officers:
President - David Ivey
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Secretary - Britt Hudson
Treasurer - Dennis Michele

Directors: Bob Weiler, Liz Huesemann,
George Morosani, Larry Holt, and Les
Mitchell

Ex officio: John Reed and Frank Holby

Past Lt. Governors NC District West:
Robert Gray, 1998-1999, 2008-2009
Ralph Scarritt, 1995-1996

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www.ashevillecivitan.org



TUESDAY, MARCH 16, 2010

TRINITY EPISCOPAL CHURCH, 12:00 NOON

ASHEVILLE CIVITAN SCHOLARSHIP AWARDS DAY

SCHOLARSHIP AWARDS DAY, always the highlight of the Asheville Civitan Club's year, will be hosted by **Scholarship Chair KEITH THOMSON**. Seven area high school seniors, one from each of our public high schools, will be recognized for their good citizenship and their academic achievement. Parents, counselors, and principals will also be in attendance.

ED DUNCAN will give the invocation.

ROBERT ETTER will be the greeter.

MENU FOR TUESDAY: Pasta * Salad * Bread * Fruit Bowl
Assorted Desserts * Beverages

MEETING CANCELLED

Because some of the **Board** members need to be on hand to greet the scholarship honorees, **President IVEY** has cancelled the **Federation Board** meeting scheduled for March 16. It will meet in April on the usual third Tuesday.

MEMBERSHIP COMMITTEE

President REED announced the formation of a membership committee consisting of **DAVID AITON, VINCE ANGELICO,** and **LARRY LIGGETT.** Asking for volunteers from the floor, **ROB NELSON** joined the group.

MAMA

President-elect REMMERS introduced **JOHN GRINDSTAFF,** who is the supervisor of the air medical program at Mission Hospitals. He began his education at A/B Tech in its EMT program and obtained his nursing degree at WCU. MAMA, an acronym for Mountain Air Medical Ambulance, began in 1986 as a component of the Mission Hospital System. It now consists of two helicopters, one based here in Asheville and another in Franklin, added in 1989 to served the westernmost counties of the state as well as northern Georgia and upstate South Carolina.

Three to four trips per day are averaged by the helicopters, and, since 1986, some 15,000 transports have taken place. During that time, no planes have been damaged and no patients have been injured, a clean safety record. The over-all mission of MAMA is rapid transit. A two and one-half hour drive to Murphy is a 35 minute trip by helicopter. And the care, while in transit, is equal to that of an emergency room at the hospital. Not only is the requisite equipment available, but a registered nurse and a paramedic are on board who are in touch with doctors on duty at the hospital.

Breaking down the types of transports that are made, about 60% are injuries of various kinds, many being farm accidents. 24% are heart attack victims, 10% are things like stroke, drug over doses and pregnancy issues. The last 6% involve neo-natal cases, rushing premature babies to a special care unit at the hospital.

The air medical team consists of communication specialists who take and direct calls, paramedics and nurses, on-duty physicians, and eight pilots. Finally, there are mechanics who look after the aircraft. The training for the staff is on-going in every area of medicine: heart, pediatrics, trauma, etc. And they all must be certified in their given area of expertise. Some of the specialized help that the team can give in emergencies are blood transfusions, airway management, and EKG's.

Mr. GRINDSTAFF described the two helicopters used by MAMA. They are Eurocopters (formerly Messerschmitt), German made and particularly designed for flying in mountainous terrain. The equipment inside is similar to that found in an emergency room at the hospital. The patients are loaded from the rear in much the same manner as a standard ambulance. The same care can be given *en-route* at 150 miles per hour that can be given at the hospital.

The fees charged for helicopter service are somewhat keyed to what Medicare and Medicaid will pay, usually 50%. The hospital levies a base fee and then a charge per mile. Insurance companies usually treat charges as if they were for a regular ambulance and don't usually contest the bills, according to the speaker. Charges to the patient can often run from seven to nine thousand dollars.

Mr. GRINDSTAFF stressed the speed with which strokes or heart attacks should be treated, noting that early treatment can actually prevent the trauma from occurring. So a trip that can take minutes by helicopter could mean the difference between good and bad outcomes. Sometimes, of course, transports must be made at night and MAMA, in these cases, makes good use of night vision technology. At other times, weather can be too bad for flying, a judgment left up to the pilots.

One question asked about landing procedures when there is no place near the accident. In this situation, an ambulance will transport the patient to the helicopter for loading. It is the responsibility of the fire department to designate a safe place to land that has ambulance access.

Obviously, the helicopter service at Mission is an operation that, over the years, has saved many lives and will continue to do so given the high standards that are set for the team.