



New Forest Aviation Group.

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2015 TALKS

10th April '100 years of Air Accident Investigation' by Peter Coombs

8th May '55 years of Flying Fun' by Clive Rustin

12th June 'Buccaneer' by John Myers

10th July tbd

August No Meeting

11th September 'Spitfire Mk26 - Build and Fly' by Martin Laking

9th October 'Portsmouth Aviation Aerocar' by Bob Wealthy

13th November tbd

December No Meeting

For our post 2015 AGM talk Ian Jeffery gave us a talk about the work of the Hampshire and Isle of Wight Air Ambulance (HIOWAA). In 1987 the first air ambulance service started in Cornwall because it has a scattered population, rugged landscape with isolated beaches and a slow road network. This hindered, or made it impossible for, patients to receive urgent medical attention within the 'golden hour'. The IOWAA operates as a Charity with no financial assistance from the Government (as it considers helicopter rescue to be a costly enterprise) or the National Lottery (which doesn't support statutory services, which the AA should be). England and Wales has 18 AA charities, the first in Cornwall created in 1987, but Scotland's AA service is government funded due to the nature of the terrain.

The IOWAA helicopter, like many of the other 30 helicopters in use, is the Eurocopter 135 leased from Bond Air Services who provide all maintenance required. The helicopter was new in 2010 and is configured with four seats and one stretcher, side loaded, allowing a seat for a person



accompanying the casualty and a crew of one pilot and two paramedics. The HIOW is based in Thruxton and although to the North of Hampshire, flying time to the IOW is only 18 minutes and a patient can be rescued and flown from there to Odstock (Salisbury) within 45 mins. The total area covered is 1600 sq miles containing 1.93m people. The helicopter has a number of key advantages – it can operate in remote areas close to an incident – it can travel direct to the best choice of hospital – and above all it is fast, both in getting to the incident and the onward journey to the hospital. The critical 'golden hour' which reduces mortality and time in an ICU, is far more achievable by helicopter than by road bound ambulance, especially when key roads can be clogged by holiday traffic. Sometimes an assessment and treatment is made at the scene which avoids a patient going to hospital – a further saving in NHS resources. A 50lb equipment bag is designed to enable a patient to be stabilised for the flight to the hospital and includes an ECG, defibrillator and birthing kit. The helicopter can be launched in 4 mins and the decision is taken by the 999 centre which assesses the criteria of the incident and the best way to respond. In 2015 so far there have been 137 flights; up to 3 or 4 in a day. About a third of the calls are for road accidents, 20% are for cardiac another third for leisure related activities and 3% for patient transfers.

Road accidents are common and one involving a motor cyclist and 3 cars saw the helicopter transfer casualties to more than one major trauma centre as appropriate for the patient's needs. One rescue was for a lady who had tried