



# FLIGHT ROUNDS

SPRING/SUMMER 2014

## 30 YEARS AND COUNTING

### Flight For Life's Very First Patient: Mary Louise Bachmann

*by her daughter Renee Bachmann*

On January 29, 1984, my mother, who was 42 at the time, was vacationing in Eagle River, Wisconsin and was headed out for a day of snowmobiling. She started her snowmobile and proceeded down the same road they always traveled when she realized something was wrong. The throttle was stuck and before she could decide what to do, she crashed straight into a tree. When she looked up she saw a friend running her direction with his arms out ready to lift her out of the snow; she immediately told him not to move her. She knew the injury was bad.

The EMS crew that came to her rescue was skilled in dealing with snowmobile accidents and did an amazing job of transporting her to the hospital. It was determined that she had broken both clavicles, several ribs, punctured a lung and had a broken back. My mother was also a brittle diabetic which made her situation even more difficult to manage. The doctors consulted with one of the best orthopedic surgeons in the state and it was decided that he should perform the necessary surgeries. He was located at the Milwaukee County Medical Complex and it was determined that it would be too risky for her to be transported that far by ground ambulance. Plus the pain she would experience would be intolerable. This is when we were informed that a new medical helicopter program had just gone into service on the 26th called Flight For Life. Using the helicopter would make the transport faster and smoother for my mom, minimizing her pain.

I was a young child at the time and was brought to the hospital in Milwaukee to meet the helicopter when it landed. I will never forget the sound of the helicopter, the wind that it made as it landed and watching it land in front of me. At the time there was not a dedicated helipad but rather a designated area on the hospital grounds.

After being brought into the hospital, my mom was put in a special air bed where she had to stay flat on her back for several months while going through multiple surgeries, including one that involved going in through the front (abdomen) and moving organs so that the spine could be operated on. If she had not been transported to Milwaukee County, this surgery would not have been possible.

When mom was finally able to be released from the hospital an ambulance had to bring her home and I recall her saying, even then, that every bump in the road was painful. A hospital bed was brought into the lower level of our home as she was unable to climb stairs or sit up for long periods of time. Not long after she was brought home, a pin slipped in her back and it was necessary for her to return to the hospital for more surgery, which I know was very depressing for her. It was a long road to recovery, but in the end she returned to a perfectly normal lifestyle and you would never be able to tell by looking at her that she had been through so much. I can't imagine how different the outcome might have been without the amazing service of Flight For Life.

There were three kids in our family: Kevin, Stuart and me. My mother and father owned a business called Bachmann Brokerage in Hartland. They also had a vacation home in the north woods (Manitowish



Waters) where she loved to kayak and garden, though she never went out snowmobiling again. When she was 62 she was diagnosed with ovarian cancer, the same age as her mother was when she was diagnosed. It was discovered she had the BRCA1 genetic mutation and after much chemo, surgeries and other treatments, she died on

continued on page 2

## Flight For Life's Very First Patient

(continued from page 1)

June 29, 2007 at the age of 65. She and my dad had been married 43 years at the time of her death with nine grandchildren.

Mom was so many things; strong yet loving, disciplined, quiet, caring, and smart. Her love for animals, especially dogs and wolves, led her to support the Best Friends Animal Sanctuary. She appreciated art, especially with natural elements like stone or wood. It was because of Flight For Life and those who were involved in her care after the accident that she was able to enjoy the things she loved and we were able to have her in our lives for 20 more years.



I know she was so grateful for your service and the incredible kindness of the flight crew. Barb Hess, Flight For Life's first program director, gave us FFL coffee mugs. I remember mom drank from one almost every day. Our family is thankful for all that FFL did for mom and our family.

## Happy 30 years Flight For Life — You are the angels in the sky

by Brenda Brusha

My story begins 30 years ago — the evening of August 16, 1984. It was a very hot summer night and I was lying on the sofa watching M\*A\*S\*H. My husband, Brian, was at a meeting. I can't believe I'm saying this, but "back then" we didn't have a convenient remote control for our TVs, or even a cell phone. I decided to get up and change the channel to the news. When I got up, my water broke. I knew that this wasn't right. I was pregnant with our first child but only 34 weeks at the time. I called my doctor immediately and then called my husband at his meeting. The doctor told me to go to St. Luke's Hospital here in Racine. Brian came home right away but had to cut the screen in the window to get in because I couldn't unlock the door. I told him we had to go now, and the doctor would be waiting. We were both a little nervous.

We got to the hospital, and the doctor came in to examine me. She told us that I needed to get to Milwaukee County Medical Complex where there was a Neonatal Baby Unit. She told Brian and me that I would be going by helicopter. I said, "Helicopter! What are you talking about?" She told us that Flight For Life is a life saving air ambulance, and it had medical staff on board to help me. I was panicked. My first baby was coming early, double-footling breach, I'm going on a helicopter, and my husband couldn't come with me. If you know me, my husband is my rock, and I don't go anywhere without him, especially

in a crisis. So, then came the helicopter. My FFL crew was Pilot Lee and Nurse Claire. Lee told me I would be okay, and the flight wouldn't take long. Flight Nurse Claire kept me calm and held my hand. We thought this baby might be born aboard the helicopter. This ride seemed to take forever, and all I remember was looking at the lights below and squeezing Claire's hand so tightly. Stephanie Nicole was born the morning of August 17, at 3 pounds 2 ounces. They gave our daughter Stephanie the chance for her to fight, and boy did she.

These two angels, Lee and Claire, will have a place forever in my heart. Our FFL angels just didn't drop us off at Milwaukee County Medical Complex, they became a part of our family. Lee, Claire, and our dearest director Barb, were at Stephanie's first birthday in which she dedicated Flight For Life Day in the city of Racine. Then, when Stephanie was eight years old, she helped dedicate the Children's Hospital heliport along with Nathan (another FFL patient). We have



kept in touch with our FFL family through the years. In fact, my daughter was married two years ago, and our honored guests were "Our" Pilot Lee and "Our" Flight Nurse Claire along with their spouses. They sat at our family table (right where they belonged), and my children both honored them with a toast. Without FFL and its crew, I know in my heart we wouldn't have the beautiful and healthy daughter that we have today.

I have taught my children that every time we see our helicopter in the air, we should stop, make the sign of the cross, say a prayer, and send them the thumbs up. Sending our prayers and positive vibes to the patients on board will be something we do forever.

### A Message to Our Customers

*As we celebrate 30 years of service, we want to say "thank you" to our customers. You have put your trust in us and allowed us to help you care for your patients.*

*A lot has changed since 1984. We have new technology in medicine and in the aircraft that we could not have dreamed of 30 years ago. But a lot of things are still the same; your dedication and caring for the people in your communities when they need you most. And safety is still number one for all of us as we work together.*

*We look forward to continuing this partnership for many years to come.*

## Israeli Chief MCI Instructor to Speak at Flight For Life Conference

by John Schindler, Flight Paramedic,  
FFL-Waukesha Base

Flight For Life is excited to announce that Guy Caspi, the Chief MCI Instructor and Director of Operational Training at Israel's Magen David Adom (MDA), Headquarters – Operations Division will be speaking at the 2014 Flight For Life conference on the Israeli response to Multi-Casualty Incidents (MCI).



MDA is Israel's national emergency medical, disaster, ambulance and blood bank service. Mr. Caspi began his career with MDA in 1979. He took part – both as a paramedic and debriefing officer – in most MCIs which took place during the past 10 years in Israel. He is a regular participant in international conferences and symposiums, mainly in USA and Europe. He hosted and instructed international EMS professionals (USA, Australia, Italy, Germany, Netherlands and more) on the Israeli approach.

Mr. Caspi's talk will cover the Israeli method to:

- Identify triage, treatment and transport methodologies at MCIs
- Identify safety measures for first response personnel when responding to a terrorist incident
- Understand dispatch responsibilities for MCIs and for ongoing emergency calls
- Identify the importance of transporting casualty victims to the most appropriate hospital
- Identify "best practices" for EMS for MCIs

This is a timely topic that will benefit all first responders. In fact, several of the responders to the Boston Marathon bombing had traveled to Israel prior to that event to learn best practices, which helped the response run as smoothly as it did.

Be sure to add the conference on October 18th to your calendar as seats at this year's conference will fill fast!

## FFL's Conference Topics Announced

Here's the list of all the topics that will be presented at Flight For Life's 30th Annual Emergency Services Conference: Trends and Issues 2014:

- **The Israeli Response to Mass Casualty Incidents**  
*Guy Caspi* (see article at left)
- **CPR — Not Always the End**  
*Stacey Zellmer*, FR, Oakdale Area First Responders
- **Motorcycle Crash and Scene Management**  
*Vicki Sanfelipo*, RN/EMT, Executive Director ASMI/Road Guardians
- **Pre-Hospital Induced Hypothermia**  
*Michael Smith*, Flight Paramedic, Program Director, Ohio University–Lancaster, Ohio, EMS Education Program
- **Case Studies in Pediatric Thoracic Trauma**  
*Sharon Purdom*, RN, CEN, CFRN, FFL-McHenry Base and *Stu McVicar*, RRT, EMT-P, FFL-McHenry Base

The conference will be held Saturday, October 18, 2014 at the Kenosha County Center. Watch our website ([www.flightforlife.org](http://www.flightforlife.org)) for online registration this summer.

## HIGHLIGHTING A WISCONSIN DISPATCH CENTER: Sheboygan County Communications Center

The Sheboygan County Communications Center is the direct link between citizens and the county's emergency response services as we provide 24-hour dispatching for all law enforcement, fire, and EMS agencies within Sheboygan County.

We serve 12 cities and villages within Sheboygan County and dispatch for 23 fire departments, five ambulance services, 10 first responder units, and coordinate emergency responses for the county SWAT Team, Dive Team, and aeromedical services such as Flight For Life. Along with the Sheriff's Department, the Sheboygan County Communications Center dispatches for Sheboygan Falls, Plymouth, Kohler, Elkhart Lake, and Cascade police departments. The Communications Center is also the designated dispatch center for Sheboygan County's MABAS Division 113, which is part of a state-wide mutual aid system for obtaining resources for large-scale emergencies.

The Sheboygan County Dispatch Center is located on the first floor of the Sheriff's Department and staffed by a total 12 full-time dispatchers who handle all emergency 911 calls as well as non-emergency calls for service. Among a variety of other responsibilities, dispatchers are required to simultaneously monitor multiple radio frequencies, track officer's activities in the field, prioritize calls and dispatch appropriate units, and receive and communicate severe weather information.

They also retrieve and enter information in state and federal databases such as wanted or missing persons or stolen vehicles and property. Dispatchers work 8 hour shifts with a 5/2, 5/3 rotational schedule, with a minimum of two dispatchers on duty per shift.

## FFL-McHenry's 1000th Patient: April Harman

by April Harman

It's been 22 years since I was transported by Flight For Life-McHenry; I was two years old at the time. I was flown to Rockford Memorial Hospital after experiencing a dangerously high blood sugar level that resulted in my being diagnosed as a type 1 diabetic.



I'm 24 years old now and doing great! I don't remember anything

from my flight, but my parents have told me all about it. I was the 1,000th patient to be flown by FFL-McHenry. My flight nurse was Lynn Scarbrough and the flight paramedic was Mike Anderson. To top it all off, mom was pregnant with twins at the time!

I graduated from Illinois College in Jacksonville, Illinois in 2011 with my B.S. in Psychology. I'm currently living in Jacksonville, while



working on my Master's Degree in Clinical Mental Health Counseling at the University of Illinois-Springfield. My goal is to work with children dealing with a chronic illness and their family members. In my spare time I am a 4-H leader and Associate Advisor for a Boy Scout Venture Crew. I am also currently assisting with a diabetes support group for college students at Illinois College.

In September, prior to the 30th anniversary events, I will celebrate my 25th birthday and my siblings, the twins my mom was pregnant with, will be 22!

## Marc Slavik: Twenty-Five Years Later

by Brenda Slavik, Marc's wife

Marc's accident occurred on a Monday morning, September 25, 1995. Marc was heading to work when a 10-wheel dump truck (landscaper), while attempting to avoid hitting another vehicle, crossed over into oncoming traffic striking Marc's car and pinning it against a light pole. The landscape truck ended up on top of Marc's car. There

were six vehicles total involved in the accident but Marc was the only one injured. Flight For Life-McHenry was requested to the scene by Streamwood Fire and after a one hour and forty-seven minute extrication, Marc was flown to Loyola Medical Center.

Marc sustained a ruptured spleen (which they removed in surgery), three broken vertebrae in his neck, a gash to his head with his skull exposed, broken ribs, two collapsed lungs, displaced hip, broken leg and crushed wrist. Five days after being in ICU at Loyola he came down with pneumonia and then later went into kidney failure and was on dialysis for 2-1/2 weeks. On October 31 they rushed him into surgery again as he was spraying blood from the site of his tracheotomy. They split open his chest as they thought the trach had worn away his main artery. As it turned out, it was the small arteries around the trach that had ruptured. Once he was stabilized from this surgery they were finally able to do surgery on his wrist which took seven hours. After 48 days in intensive care they moved him to a regular room, and then on day 50 moved him to the rehab center. He spent 2-1/2 weeks there before I insisted on taking him home and bringing him back and forth each day for therapy so that he could be home with his two children, Matt and Morgan, who were only 2-1/2 and 9 months old. At this point he had lost 50 pounds, had a halo on and could not stand up by himself, let alone walk. My father built a ramp in our garage so that I could get his wheelchair in and out. We set up a hospital bed and everything he needed in our family room. I bathed him in the kitchen and rehabbed him in the living room. It was a lot of hard work every day but Marc was determined and so was I. It was well worth it to have us all together again and the kids gave him inspiration to keep going.



For those who lived through this with us there isn't a single person who isn't amazed at how truly fortunate Marc is. After all that he had been through the only permanent damage is that he cannot bend his left wrist all the way or put pressure on it with an open hand; he has to make a fist. That is it!!! At the end of February, 1996, he went back to work on light duty in the warehouse and by summer he was back out on his truck delivering beer and is still doing so today. In 1998 we were fortunate enough to have another addition to our family. Nick will be 16 this summer and is another reminder of how blessed we are. Marc definitely has some aches and pains, but it is a small price to pay. Life is good!

Words cannot explain how appreciative we are to Flight For Life and the crew that saved Marc's life. We will forever be grateful!!

## CREW VOLUNTEER & COMMUNITY SERVICE NEWS: Tapping Into My Own Life Experiences to Help Those at Risk

by Sharon Purdom, Flight Nurse,  
FFL-McHenry Base

After being hired in the emergency room I became very active in multiple injury prevention programs. The programs I instituted include "Think First," "Farm Safety" and "Shattered Lives."



I developed and implemented "Shattered Lives," a program for junior high and high school students, discussing the consequences of drugs and alcohol, specifically drinking and driving. Having two brothers who were killed in motor vehicle accidents where alcohol was involved, I was able to share that experience along with the tragedies we see on a regular basis in the emergency room.

Being a farmer's wife and having small children on the farm, I decided to launch a "Farm Safety" program for local schools. This program was geared for education of farm safety to kindergarten and first grade children.

Later I decided to put together another presentation for junior high school students on the consequences and repercussions of drug use after a horrible week of having several heroin overdoses in our small community hospital. I presented this program at local high schools for parents and children. It was after doing the program that I was approached by the McHenry County juvenile officer asking if I'd be interested in getting involved in an Impact Panel as a volunteer to speak to children and young adults. When young teenagers are arrested, part of their sentence is to attend this Impact Panel. I volunteer to be a speaker at the McHenry County Courthouse on a quarterly basis and speak to young adults that have been arrested for drugs, alcohol, or both. I share with them the tragedies emergency personal see on a daily basis as a result of drug and alcohol use. I also share with them how my life was devastated as a teenager after losing my brothers and encourage them to let this be their turning point to value themselves and make some positive changes. I encourage them to believe in themselves and know they can have purpose. By engaging in prevention programs and volunteering at the courthouse, I feel that my brothers did not die in vain and I am helping to make a difference in the community in their honor.

My role as a volunteer: I also take care of a child with special needs when I can. I try to get to her twice a month so the mom (a widow with three small children and the oldest, age 12, has been in total care since birth) can have time with her other two children.

I feel better about life when I can help another.

## COMMUNICATORS' CORNER: Need FFL? We've got an App for that! One year later...

by Chris Forncrook, Lead Communication Specialist

It's hard to believe one year has elapsed since the release of our FFL Central App. It is available for free on the iTunes and Google Play stores, and puts the ability to request our aircraft in the palm of your hand.



During the first year we have had 42 total activations from both the hospital and pre-hospital settings. The majority of these activations have been from the scene, we have had nine activations by our hospital customers, one of which resulted in a door to door to balloon time of less than 45 minutes for a critical STEMI patient. It's these kinds of time savings that benefit your critically ill or injured patients when minutes make the difference.

Of the 42 activations, 28 have been completed missions, two have been aborted, five were missed for weather, two were missed due to being on another flight and the rest were cancelled prior to lift-off. We are continually brainstorming new ways to expand the use of the FFL Central App to make it more of a benefit to you, our customers. If you have any suggestions on improvement or additions to the App, we would welcome those ideas and feedback.

The FFL Central App has been very successful, and has thus far proven to reduce access time. Let's work together to increase the number of activations in 2014 and continue reducing the time it takes for your patients to reach the definitive care they need.

## Moving Mountains to Run Again

by Sarah Schaefer

My name is Sarah Schaefer and on August 26, 2010 I fell off my horse and broke my leg. My horse stepped on me causing a



compound fracture to the femur in my right leg. When I was found I was evaluated by paramedics and Flight For Life was called right away. It turns out the dispatchers at Flight for Life's headquarters heard the call for the ambulance and started getting the helicopter ready to go.

They landed right in front of my house, and took me to Children's Hospital of Wisconsin in Milwaukee.

continued on page 11

## Unintentional Drowning: Don't do it!

by Mike Anderson, Flight Paramedic,  
FFL-McHenry Base, Safety Officer

According to the Center for Disease Control and Prevention (CDC), drowning ranks fifth among leading causes of unintentional death in the United States.

From 2005-2009 fatal unintentional drowning averaged 3,533 per year. This number does not include an additional 347 people who died from boating related incidents.

More than 50% of drowning victims treated in emergency departments require hospitalization or transfer to a higher/specialty level of care. The hospitalization rate for other forms of unintentional injuries is about 6%! The complications of nonfatal drowning injuries can cause severe brain damage, among other things, that may result in severe long term injuries.

Sobering statistics when considering a region that has many lakes (including a "Great" one), rivers and streams. Wikipedia lists The Chain-O-Lakes, in northeastern Illinois, as "the largest recreational waterway per acre in the United States." During the summer and fall, many community economies in our service area rely heavily on seasonal recreational boating, fishing, and other water activity-driven tourism, which in and of itself is not necessarily a problem except when you consider...

### Who is most at risk?

- Males: Account for 80% of the people who die from drowning
- Children: Ages 1 to 4 have the highest drowning rates. In this group the drownings occur most often in home swimming pools. Drowning is the second leading cause of unintentional-injury related death in this group behind MVCs.
- Minorities: From 2005-2009 the fatal unintentional drowning rate for African Americans was significantly higher than whites across all ages. The largest disparity was among children 5-14 years old. The fatal drowning rate of African American children ages 5-14 is almost three times greater than that of white children in the same age range.

Contributing factors such as access to swimming pools, the opportunity to receive swimming lessons, etc. account for the disparity in drowning rates.

### What are some of the contributing factors to drowning risk?

- Lack of swimming ability: Many people who admit that they can't swim are often drawn to water because of ignorance or miscalculation as to the actual risk involved. Swimming lessons at an early age can dramatically reduce the risk to children in the 1-4 year old range.
- Lack of close supervision: Younger persons in water need close supervision from someone free of distractions who recognizes that drowning can happen quickly and quietly.
- Unintentional drowning is not limited to swimming pools. Bath-tubs and buckets pose risks as well.
- Failure to wear life jackets: In 2010 the Coast Guard reported

4,604 boating incidents in which 3,153 involved injuries. Of those injured 672 died. 72% of boating deaths in 2010 were drowning. 88% of this group were not wearing life jackets.

- Seizure disorders: Drowning is the most common cause of unintentional injury death for persons with seizure disorders. The bathtub is the site for the highest drowning risk.
- Alcohol use: Among adolescents and adults, alcohol is involved in up to 70% of deaths related with water recreation.

### So...Don't do it!

Based on some of the information above, many unintentional drowning can be prevented.

- Learn to swim: If you have young children, get them formal swimming lessons as soon as they are able. If inexperienced or not confident in your abilities, buddy up with someone with greater ability. It will be more fun and you can keep an eye on each other.
- Supervision: Lifeguards are often not enough. As tempting as it is to go to the pool and relax, you must stay attentive and closely watch others who are attending with you, especially the young. Free yourself, take a break from distractions like Personal Electronic Devices (PEDs). You can post your tan lines when you are at home.
- On a boat? Wear a life jacket! This is an easy one to ignore or abuse. "It won't happen to me!" or "They are right there under that seat cushion..." Especially put them on the kids. Make sure they are properly fitted and Coast Guard rated and approved. Not just once in a while. Every time. I know, lots of us choose to ignore this simple means of preventing a tragedy. Make it a new habit. It will be fun!
- Know any special medical needs people might have. Knowing up front may make any emergency more manageable.
- Alcohol: Easy one. Don't mix on the water or near the water activities with consumption of alcohol. Have a soda instead.

Acknowledge and identify potential for inherent risks in all your water recreational activities and use a common sense approach to enjoy the summer fun!

Reference: <http://www.cdc.gov/homeandrecreationalafety/water-safety/waterinjuries-factsheet.html>

## All Grown Up and Doing Fine

by Sara Strassburg Hodorski

On October 18, 1986 I had just gotten a new soccer ball that a friend and I were playing with in my front yard. I ran into the road after it and was hit by a car. The Hustisford EMS crew decided to call Flight For Life because of the severity of my injuries. As a result of being flown to Froedtert, I survived. I was in a coma for two weeks; when I woke up I was paralyzed on the left side and had brain



continued on page 12

## Giving Back by Donating Blood

by Shawn Gosciniak

My flight was November 19, 1989 due to a single vehicle car accident at the intersection of Lily Road and Hampton Avenue in Menomonee Falls. I fell asleep at the wheel, striking a telephone pole at the left front tire area, wrapping it around the pole. An EMT on her way home came upon the crash shortly after it had occurred and called 911. Both Brookfield and Menomonee Falls Fire Departments responded to find me pinned in my car. Realizing that it would take substantial



time to get me out, Flight For Life was called to give me best chance at survival. There was a discussion whether to cut off the lower left leg to save time as my heart was drowning in blood; they decided to wait. The next two hours were spent cutting my car apart while the Flight For Life staff was stabilizing my numerous injuries including a broken lower left leg, several broken ribs, a punctured lung, and a bruised heart. Flight For Life then transported me to the best place possible, Milwaukee County Medical Complex (now Froedtert Hospital). After nearly two weeks in the hospital, several surgeries (including a steel rod and screws in my left leg), and months of rehabilitation, I made a full recovery.

Today I live in Mukwonago with my husband and work at the local Post Office. I like to be involved in the postal food drive every year in May. I also volunteer for a no-kill cat shelter fostering and caring for cats and kittens in our home. But the one thing I do to try to do is give back – I am a long time blood donor. I have also been able to get a few co-workers and family to join me at numerous blood drives.

I feel that the entire emergency response of all involved deserve a big thank-you. It was a great cooperative effort by all, one that put what was left of "humpty dumpty" back together again!

## From Patient to Provider

by John Sorensen

June 19, 1991 is a date I will not forget. Thanks to a really good EMS crew, an ER physician who realized his hospital could not handle the injuries I suffered from a virtual head-on motorcycle crash, and a Flight For Life helicopter, I was transferred to Froedtert Hospital and survived. From almost dead, I was able to continue on in life, get out of a wheelchair, go back to the volunteer fire department and eventually become a career firefighter/EMT.

I believe it was the Milwaukee (now Waukesha) helicopter that flew me. Unfortunately, although I remember the sun was shining when they loaded me at the old St. Catherine's Hospital (near Carthage College) parking lot in Kenosha, I cannot remember the crew's faces or who they were. I vaguely remember them wisecracking and making jokes with me – and me with them – about pinning "my wings" on my bare chest, but sometime during the flight I passed out and woke up only after we landed and they were moving me out of the helicopter.



It was a long time ago, but some things still stand out in the archives of my memory. I had just finished my EMT Nationals the weekend before, and left work to donate blood at the Blood Center when the accident occurred. Ironically, I had a Chinese fortune cookie at lunch that day with the fortune reading "It is always darkest before dawn."

I was able to attend the FFL 10th anniversary in 1994 and one thing I remember was how there had been so many people that had been helped by FFL. It was inspiring to see how their lives were changed, yet they were not discouraged.

Tough to believe that it will be 23 years this June. As a firefighter/ EMT, I reflect back on how many lives I have been able to help over the years; years that I should not have had in my life. It is really humbling when you realize that you can make a difference simply because somebody else made a difference for you.

You will always be in my heart.

## Thank You to Our Patients

*Thank you to our many patients who have re-told their stories here. We understand that it may not have been easy to put those memories from a painful time on paper. We appreciate you sharing them with us and all who read them here.*

*Through the years we have enjoyed hearing from patients and seeing them at events. It always warms the heart and "refills the cup" of the flight crew members to see a patient in a better situation than at that first meeting!*

*Stay in touch and we will let you know about events for future anniversaries as they draw near.*

## Survival is Only the Beginning of the Journey

by Kirk Breneisen's Family and Tammy Chatman, CMTE, Professional Relations/Marketing Manager, FFL-McHenry Base

How it all began... April 11, 2012 was the day that Kirk Breneisen's life changed forever. He was a passenger in a car that was involved in a collision when the driver made a left turn in front of another car traveling at 60 mph. The crash occurred on Rte. 14 in Barrington, Illinois during the morning rush hour. The car that Kirk was riding in was knocked into the ditch resulting in more than twelve inches of intrusion on the passenger side, pinning him inside.



CenCom 911 dispatched Barrington Fire, Barrington Police, and Lake County Sheriff Deputies to the crash scene. Fox River Grove Fire and Flight For Life-McHenry were requested by Barrington once they arrived on location.

Due to the damage sustained by the vehicle, prolonged extrication was required to remove Kirk. The extrication was completed just as the helicopter landed. Due to the severity of Kirk's injuries it was critical that he reach Advocate Condell Medical Center, the closest Level I trauma center, as quickly as possible.



Once Kirk arrived at Advocate Condell he went immediately to the ICU. He did not have surgery for another six days. It is amazing that he even survived due to the severity and extent of his injuries. He suffered five brain bleeds – three in the thalamus and two in the corpus callosum. His pelvis had bilateral open fractures which required the skills of an orthopedic surgeon who specialized in this type of high energy, impact injury. Kirk's other orthopedic fractures were numerous; these included his collar bone, femur, ribs – front and back, ankle, bottom inch of his tibia, and sitz bones. Both his

spleen and liver were lacerated as well as his left eyebrow. The right lung had collapsed, requiring placement of a chest tube in the field. Kirk experienced massive internal hemorrhaging so he received blood products before, during and after surgery. Thank goodness for those who donate blood! His hearing, vision and sense of taste were also impaired due to his injuries. Before the accident he struggled with dyslexia and ADHD; afterwards he lost his ability to cope with the dyslexia and the ADHD was exacerbated.

Kirk spent eight days in Condell's ICU and then was transferred to the Illinois Masonic Rehab Center where he spent three weeks. He was discharged home where he had to learn to transfer his 6'8" frame from the hospital bed to a wheelchair to perform basic tasks such as bathing and getting dressed. He was non-weight bearing for an additional two months after he arrived home.

In 2013, nearly a year from the time of the accident, Kirk was faced with the possibility of two more surgeries. The first involved removing the hardware from his hip and ankle where the screws were putting pressure on muscles and nerves. That one was completed. The second potential procedure would be to remove hardware that was used to repair his pelvis. It is creating a considerable amount of pain for him but the surgery is very risky and there is no guarantee that it will be successful. This one has been put on hold.

Kirk continues to live in pain. He shared in his 2013 victim impact statement that "Each day I have every hope and desire that I will wake up with less pain than the day before. I want things to be the way they were before the accident. Since I cannot go back and undo the accident, I hope being able to share my trials will help bring me some sort of closure."

Where to from here... Survival after a serious accident or significant medical event tends to be the simplest part of the long term equation; recovery takes enormous amounts of time and effort that those on the outside cannot begin to comprehend. One has to navigate the "system" that is health care and understand what is needed and how to get it. All of this is done while under extreme stress, with no clue about what questions you should be asking. In other words, you or someone in your support system has to be an informed advocate. You must learn to speak the language by educating yourself. No one knows you like you do; you must analyze, question, and request without becoming a bother to the providers. You don't want them to negate your concerns or ignore your questions.

Kirk made the progress he has for two reasons; determination combined with attitude plus the presence of a strong support system. These have been, and continue to be, imperative to his long term recovery. He kept his records, did his research, analyzed what was going on with his own body and asked questions. His family, especially his mom Kristine, provided a strong support system throughout his survival and on-going recovery. Patients who have family or others helping in their recovery clearly do better. In Kirk's case, his accident helped to bring his family closer.

Kirk continued his intensive physical therapy program once he left in-patient rehab. He received in-home therapy until he became mobile, then he went three times per week to the rehab center. He

continued on page 10

## Honeysuckle Doe

by Camisha A. Miller

Good morning, and welcome to July 2, 2011.

As I got up that morning I went on an amazing three and half mile training run, gearing-up for the Plymouth, Wisconsin Cheesehead Chase 5K Race in which my goal was to win my age group. Running eight minute miles was a great accomplishment that day, but that is the last thing I will remember for quite some time.

Most of what is written below is from what others have told me because I don't remember anything on July 2, or the 22 days thereafter.

Anyone who knows me knows my passion for racing runs deep and I would not change it for the world! I grew up in a racing family and now co-own, with my husband, our own team. Racing is in my blood.



It just so happens that on the night of July 2 my husband was racing in a sprint car race. As night grew closer and the dirt track racing grew stronger, my husband had a mishap and flipped his 360 winged sprint car. This race car is specially

designed to carry a wing on the top of the frame (car) and a front wing by the front axle and bumper. We needed a new top wing which gets placed on the top of the frame because ours had been ruined. It was time to hurry to the race shop.

As we headed back to the track after going to the shop, the spare top wing and I were in the bed of the truck, and I was trying to keep the wing from moving around. I don't remember why I got back there but I do know I did it on my own. I also remember that we had a short time to get it back to the track.

Somehow I catapulted out of the back of the truck onto a now very special Blueberry Road.

People make decisions all the time and accidents happen — that's why they are called accidents.

As I have been told, I was coherent when Plymouth Ambulance and a Sheboygan County Sheriff's deputy got to me and I was very combative. They worked hard and fast and are amazing at their jobs!

I was bleeding heavily and had over 58 stones/rocks embedded in me due to road rash from my head to my toes. With the severity of my injuries, it was decided by the Sheboygan Sheriff's Department and Plymouth Ambulance Service to have me transported by Flight For Life. Bill Richie (pilot), Jon Hagen (flight nurse), and Justin Klis (flight paramedic) were in charge after I left the amazing Plymouth Ambulance crew.

Bill landed safely at Froedtert Lutheran Hospital and my journey continues on... Once I arrived at the hospital I was taken in for CT-scans and was given the name "Honeysuckle Doe" because they had no identification documents to tell them my name. The name they gave me has really proven to be a beautiful piece of an incredible journey.

My sister arrived very soon after I did, and made them aware of my name. Blake Shelton's "Honeybee" song has taken on a whole new meaning for us all and someday I hope to have him hear my story and sing it live to us.

I was quickly moved into the NCIU unit due to blood clots, heavy bruising and fractures on the left and right side of my brain and skull.

Surgery and I met after my family was given no more than 30 seconds to say what they needed to say, and goodbye was not an option. This racer's life was changing and it was a "caution" in the race of life as we knew it.

After a long but successful surgery I returned to my room, however the next 72 hours were crucial and intense for everyone around me. The swelling had to go down on my brain and I also had received two blood transfusions, five units each, for spiking fevers. My brain had to rest so there was silence. Not even speaking softly in my room was allowed. I was quietly wrapped in prayer.

As the journey continued, God knew that it was time for me to wake up and continue the strong fight with the help of my husband and entire family. They did not know what type of memory or brain activity I would have or be limited to... or it could all be completely gone.



Again, it was the waiting game.

While waiting, my brain was healing, and I was soon well enough to be hauled off to another surgery, this time on my left pelvis. This part of my body was shattered and needed a large amount of care. There are now a total of eight metal rods and plates on that side of my pelvis. I was not done yet; there were more bones that needed attention.

I was put under once again to have surgery on my left wrist which was shattered and in need again of a large amount of care, including screws and plates to repair the damage. My left shoulder also

continued on page 12

## Survival is Only the Beginning of the Journey

(continued from page 8)

dedicated himself to surpassing the expectations of his neurologist and physical therapist. In this structured program he made great strides in returning to a "normal" life. In July 2013, the therapy sessions ended as it was deemed he no longer needed the supervision and guidance of a physical therapist. This is where Kirk began to struggle. Losing the environment where he was being pushed to excel affected his focus and slowed his progress down. This is an issue with many traumatic brain injured and other types of patients; once their allotted therapy sessions are completed and/or the insurance benefits run out, there are few resources available to keep them moving forward in their recovery. This becomes the turning point; will they continue their recovery and go on to a productive life or regress and become more and more isolated due to their limitations.

Kirk continues to see his neurologist who is helping him with his medications and ADHD. To be able to obtain more PT sessions, Kirk now has to see his primary care physician and start from scratch. It is his and Kristine's hope that by having another evaluation he will be provided the additional PT that he desperately needs. To complicate things, he now suffers from insomnia, so when he finally does become so exhausted he sleeps he has trouble waking up to make his appointments. This becomes a vicious cycle. The medications that he has to be on for pain and other issues also contribute to this problem. For now it is day to day, one step at a time.

Where does Kirk see himself in a year from now? He needs to learn how to manage his pain, the ADHD and his physical recovery. This will enable him to once again accelerate his progress and regain his focus. Once he is able to do that, he plans on attending college in Montana to work on a degree in engineering. This will be quite the task due to his cognitive issues but he is up for the challenge.

And in Kirk's own words....."My challenge now is to deal with my new normal. It is hard to believe it will be two years in April 2014. I do not like the fact I need to adjust or the fact that I will forever need to manage my pain. I have to accept it but it is hard.

I will be eternally grateful for the Barrington Fire Department and Flight For Life crew who gave me the "magic medicine" that kept me from dying. I am certain without their assistance I would not be here. Their decision-making, quick response and treatment kept me alive.

Being at the presentation for the FFL-McHenry Scene Call of the Year Award for Barrington Fire for the accident where I was injured was very impactful for me. Hearing from those at the scene about their assessment of the injuries made me realize just how lucky I am to be here."

Thank you!

## Waukegan Firefighters are World Champions!

Congratulations to the World Champion Waukegan Firefighter Combat Challenge Team!! Team members FF Tom Clasen, Lt. Tony Soler, BC George Bridges and FF Alfonso Ramos competed in the Scott Firefighter Combat Challenge in Las Vegas in October, 2013 and set a new world record in the Over 40 Relay with a time of 1:16.53 and won their division.

The Firefighter Combat Challenge annually attracts hundreds of U.S. and Canadian municipal fire departments at more than 25 locations and has expanded to countries around the world, including New Zealand, Germany, Argentina, Chile, and South Africa. The Challenge seeks to encourage firefighter fitness and demonstrate the profession's rigors to the public. Wearing "full bunker gear" and the Scott 5.5 Air-Pak breathing apparatus, pairs of competitors race head-to-head as they simulate the physical demands of real-life firefighting by performing a linked series of five tasks including climbing the 5-story tower, hoisting, chopping, dragging hoses and rescuing a life-sized, 175 pound "victim" as they race against themselves, their opponent and the clock.

The team engaged in fundraising efforts so that they could attend the competition. Thanks to the local businesses that rallied to support them and helped fund the team as well as the city of Waukegan for paying the registration costs. The team dedicated their win to FF Kevin Oldham who died of pancreatic cancer in 2011 at the age of 33. If you want to see a video clip from the event, check it out on YouTube at <http://www.youtube.com/watch?v=LfoAlrjHnQ>

They also were invited to attend the 2014 Cotton Bowl (Ramos, Bridges and Clausen attended) to compete and then they helped, with the other firefighters, roll out the giant American flag for the pre-game playing of the National Anthem.

What a great accomplishment for the Waukegan Fire Over 40 Relay Team! This just proves that age is just a number!



## CCOE\* Participants Relate Their Experiences

\*Communication Center Observational Experience

### A Manager's Experience

by Sgt. Kristy De Blaey, Manager,  
Sheboygan County Communications

While at Flight For Life Communications, I was able to observe their process in detail, meet the pilot, flight paramedic and flight nurse, get a "tour" of the aircraft and observe a demonstration of their phone app. The staff was very courteous and answered all of my questions patiently and with great knowledge. It was obvious they welcomed the opportunity to educate emergency services personnel about their role. As a communications manager, I was so impressed with the information provided that I plan to incorporate this observation into every new dispatcher's training.

Additionally, prior to my observation, our EMS and fire field units were not actively using the FFL phone app. After seeing it work and recognizing the tremendous value it has for patient care and response time/locations, **I encouraged the fire and EMS units in Sheboygan County to begin using the app.** A number of them have since downloaded it and plan to use it regularly at scenes. This will only benefit the citizens of Sheboygan County.

Overall, it was a very valuable experience and well worth the time spent at Flight For Life.

### A Dispatcher's Experience

by Michael J Brungraber, Dispatcher,  
Sheboygan County Communications

During my observation shift at the FFL Communications Center I found that it was very beneficial to get a better understanding of what types of information they are required to obtain for an air medical request. The staff was very informative and willing to answer any and all questions that I had during my observation. I was given an overview of the communications equipment as well as a walkthrough of the aircraft by the on-duty pilot. The staff of Flight For Life do an outstanding job of making you feel welcome as a fellow professional.

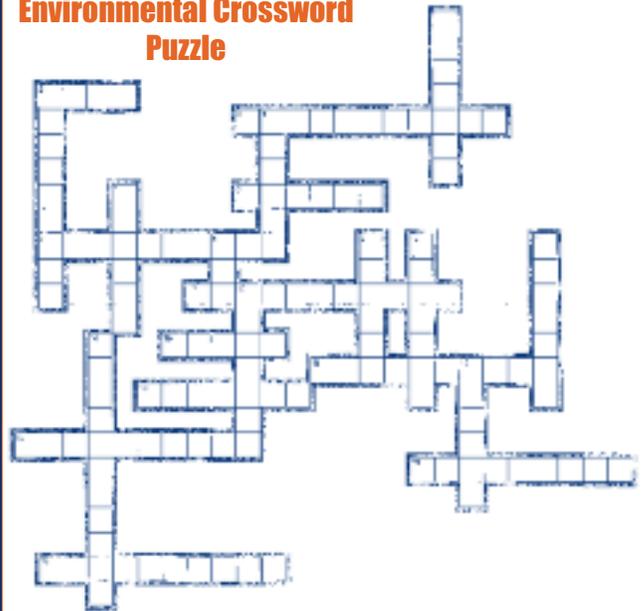
### Moving Mountains to Run Again

(continued from page 5)

The medical crew on the helicopter were very calm and relaxed. I still remember the paramedic telling me it's going to be okay. I also remember trying to look outside and then the flight paramedic started to describe what was outside. One other thing I remember is asking the paramedic and nurse if they could pray with me and they did; I also prayed for them.

From that accident I have had six surgeries all including long and tiring months of physical therapy and mountains that seemed unmovable. But now almost four years after the accident, I have moved mountains that I thought could never be moved, such as running cross country and track, playing basketball, and getting back on horses again. Flight For Life saved me from a lot of pain that day and I will never be able to thank them enough for their kindness, compassion, and support.

### Environmental Crossword Puzzle



#### ACROSS

2. Bulls eye rash is a classic presentation of Lyme's Disease from a \_\_\_\_ bite.
3. The primary mechanism for heat disipation is the \_\_\_\_ of sweat.
6. \_\_\_\_ is the acronym used for Organo Phosphate Poisonings.
7. The inability to disipate heat will result in Heat \_\_\_\_.
12. Management of a drowning victim includes measures to prevent \_\_\_\_.
15. This plant is the only one that grows with leaves that are in pairs: Poison \_\_\_\_.
16. The primary intervention for near drowning is \_\_\_\_.
18. One of the contraindications for the use of the King Tube is \_\_\_\_ ingestion.
19. \_\_\_\_ Oxygen Therapy is utilized to force nitrogen out of the blood stream and oxygen in.
20. This condition is characterized by swollen red bumps, patches of welts on the skin that appear suddenly: \_\_\_\_.
21. When air or water moves across the body surface, heat is lost via \_\_\_\_.

#### DOWN

1. \_\_\_\_ Poison Ivy, Oak or Sumac can cause an acute airway obstruction.
2. A full \_\_\_\_ burn is one that has gone through the dermal layer of the skin.
4. The Brown Recluse Spider is notable for the characteristic \_\_\_\_ pattern on its back.
5. This condition occurs when you replace fluid losses with water and inadequate levels of salt: \_\_\_\_.
8. Most frequently caused skin irritation is caused by Poison \_\_\_\_.
9. A life threatening medical emergency where heat reducing mechanisms fail and body temperature rises rapidly and uncontrollably is Heat \_\_\_\_.
10. Careful removal of the \_\_\_\_ will minimize the continued release of the toxin.
11. \_\_\_\_ heat loss occurs when the ambient temperature is lower than the body's temperature.
13. After cooling a thermal burn, you should cover with \_\_\_\_ wrap to prevent heat loss.
14. \_\_\_\_ is the first line medication given IM for a severe allergic reaction.
17. Patients with burns greater than \_\_\_\_ percent would be best served by transport to a burn center.

see answers on page 16

## Why PDLZs?

by Cory Lund, Communication Specialist

Have you ever had a motor vehicle crash where you wanted to utilize Flight For Life but could not locate a safe and secure landing zone near the crash site? What about a rare major trauma or incident in a congested area with no feasible place to land the helicopter? These are questions that arise almost daily. We have the answer for you! It's called a predetermined landing zone, or PDLZ.

What is a predetermined landing zone? PDLZ's are landing zones that are pre-designated by fire departments, EMS, and law enforcement agencies prior to ever needing Flight For Life. They may be a school parking lot, municipal lot, fire department owned property, a local airport, or even a nearby hospital landing pad. PDLZ's can be just about anywhere that meets FFL's landing zone safety guidelines, is easily accessible and can be secured by your agency. They allow a safer landing zone for Flight For Life, your department, and the community in general.

Have you ever had the highway shut down waiting for Flight For Life and that nosey pedestrian or media person drives around your vehicle that is securing the LZ or walks around your security tape to get that great accident scene photo? Well, a PDLZ would help to eliminate that problem. A PDLZ gives you an area that is easy to secure. It most likely has only one or two points of access into the area which can be blocked by a truck or other means. Having PDLZs in place does not mean you need to use them on every call; you can still use the scene or a different landing zone as well. PDLZs may just make it easier for your department if needed, especially when manpower is already committed.

How is a PDLZ beneficial to Flight For Life? All registered PDLZ's are entered into Flight For Life's CAD (dispatch) software. The information includes location of the PDLZ in both address and latitude/longitude coordinate form, the fire department responsible for landing zone safety, and the closest medical helicopter to that PDLZ. We also include any obstructions such as wires, trees, light stanchions, or any other potential hazards. Already having all of this information not only saves time for the Flight For Life Communicator, but for your dispatcher as well. If your dispatcher is able to request Flight For Life to a PDLZ that is already programmed into our dispatch software, it can save time by not having to give us street intersections or an incident address. Having a PDLZ can make a 3-4 minute normal Flight For Life request now only last about one minute because all of the information needed is already preprogrammed. For example, the Smith Fire Department has a crash at Route 1 and County Road A and they request a helicopter. The Smith Fire Department has a PDLZ approximately 2 miles up the road and its name is Smith Fire PDLZ #1. All their dispatcher has to tell the Flight For Life Communicator is, "the Smith Fire Department is requesting a helicopter to land at PDLZ #1 for a MVC." All the fire department information including radio frequency is already preset in the PDLZ.

What do you need to do to set up or obtain a PDLZ? Find up to six locations in your jurisdiction that meet our landing zone safety guidelines. Then go online to [www.flightforlife.org](http://www.flightforlife.org); the online PDLZ form is located under "Quick Links" in the right hand column. You may fill out the online form and submit it directly to us or complete the printable

form and send it back to us; you can even name the PDLZ as you see fit for your agency! After receiving the information, a member of Flight For Life will confirm the PDLZ address and coordinates utilizing Google Earth. The PDLZ is then entered into our dispatch software and is ready for use. Then, for all future Flight For Life requests where you would like to use a registered PDLZ, all you need to do is state the name of the PDLZ and all the information is there. All PDLZs are also entered into the Flight For Life Central App! So if you are using the App for your request you will see it on your phone and just need to click the PDLZ! It's that easy!

## All Grown Up and Doing Fine

(continued from page 6)

damage which made my short term memory non-existent. After about five months in the hospital I re-learned how to walk and therapy helped to improve my memory.

Now I am a happy, healthy married 37-year-old. I work for Individualized Care Services helping injured, older, or less fortunate people enjoy the best life possible. I love gardening, waterskiing, and traveling. These are just some of the things I am so grateful to be able to do because of what Flight For Life did for me.



## Honeysuckle Doe

(continued from page 9)

required surgery to place a metal pin to fuse two bones together. By 2012 I had four surgeries complete and was recovering amazingly well.

I had surgery number five in December of 2013 in which a metal plate was removed; it felt great to have it taken out because I am healing and embracing every moment of the life I am blessed enough to have.

My brain function is back to where I was pre-accident and I am beyond grateful to be able to do the things I love which include writing, speaking in public and being creative.

Many say I am "Froedtert's walking miracle." I say I am God's and He had the right people doing their jobs at the right time and His guidance was among all of them. For we walk by Faith, not by sight.

To the Flight For Life-Fond du Lac crew, Sheboygan County Sheriff and Plymouth Ambulance crew – thank you for doing your jobs and embracing me in your care. To my surgeons and staff at Froedtert – I thank everyone who prayed for me and continues to do so today. To my family, my church family and our Pastor – you all are my rocks and fortresses.

It's not about the destination, it's about the joy of the journey and capturing that checkered flag.

## One of Our Own: Looking Back

by Lisa Heinz, Flight Nurse,  
Flight For Life-McHenry Base

At 8:10 Sunday morning September 15, 1996, Lauderdale-LaGrange Fire Department Rescue Squad and Crash Crew respond to a two car, head-on collision on Highway 12/67 in Wisconsin. Both drivers are trapped in their vehicles. The male driver of one vehicle appears

to have only minor injuries (later found to have a fractured right ankle). The belted female driver of the other vehicle is more seriously injured. She has an open penetrating wound of the forehead, probable bilateral lower extremity fractures and possible rib fractures. Her



breathing is easy and unlabored, pulse regular and in normal range with no clinical signs of shock or neurological injury. She is alert, responsive and oriented three times, but complains of extreme pain in the lower extremities. During extrication, O<sub>2</sub> is administered by mask and complete spinal immobilization is done. Flight For Life is put on standby through Aurora Lakeland Medical Center.

I feel a slight bump and silence. Am I dreaming? Why is someone calling my name? Where is he? I yell out to the man I can only hear, "What did I hit?" He tells me I hit another car head-on. I hear sirens approaching. "Are they all right?" Yes, the other driver is okay I am told. "Okay, can somebody get me out of this car?" I hear more voices. Hey, I recognize those voices!! In the past I have played the "patient" for countless rescue squad drills, but today it's real. I am the patient!

I am transported to Aurora Lakeland Medical Center and then flown by FFL-Waukesha to Froedtert Hospital. My colleagues, flight nurse Blake Reichgeld, flight physician Peter Parrino and pilot Lance Witt, are my flight team. Upon arrival at Froedtert, I am assessed by the trauma team and whisked off to the OR.

I wake up staring at an unfamiliar ceiling after being asleep for what seemed like days. I am in the Trauma ICU and it is Monday, September 16th. I have already had one of the three surgeries during my 2-½ week hospital stay. I am the proud owner of a rod in my left femur, a plaster splint on my right arm for a dislocated wrist and a posterior mold on my right foot for a dislocated ankle and severely fractured heel. I also have a LeForte II and III fracture as well as an open frontal sinus fracture and numerous facial lacerations. These are repaired by a maxillofacial surgeon. I am lucky to have no rib fractures (though they certainly felt like it!) and no internal injuries or significant head injury.  
18 years later...

continued on page 15

## REMEMBRANCES

### Diane Shogren

Advocate Good Shepherd Nurse Diane Shogren was walking across the parking lot on her way to work in the early morning of February 5 when she was accidentally struck by a snowplow. It was snowing heavily and visibility was severely limited at the time. Diane was rushed into the Emergency Department but unfortunately she died of her injuries. She was only 51 years old.



Diane had worked at Good Shepherd for the past twenty-seven years with her latest position being in Day Surgery. She loved camping, volleyball, golfing and most of all, her family. She was loved by many and will be sorely missed. Godspeed Diane.

### DuWayne Robert Demge

One of Port Washington Fire Department's most dedicated members, Assistant Engineer DuWayne "Demo" Demge passed away on February 8. DuWayne had been battling lung cancer for the last four years, and remained an important part of the department throughout his rigorous courses of treatment. His boisterous personality and fighting spirit will be greatly missed by all that knew him. The Fire Department thanks him for his countless year of dedication to the city. Rest in peace DuWayne.



### Eric Schultz

On Sunday, March 9, Wauconda Police Officer Eric Schultz lost his seven-year battle with cancer surrounded by his wife Crystal and those who loved him. Eric was only 30 years old.



His law enforcement family banded together to help Eric and his family not only with fundraisers, but simple day to day tasks. On March 3, Wauconda Police Chief Yost and Deputy Chief Bender presented Eric with several Honorable Service Awards.

Eric was known for his "can do" attitude, his smile and love of being a cop. On the Eric Schultz Benefit Foundation and Support Page on Facebook, Crystal posted "Eric knows everyone loves him. Take comfort in knowing that he will always be with us, watching over us like the protector that he was born to be."

Godspeed Eric. You are already missed by those who love you.

continued on page 14

## REMEMBRANCES

(continued from page 13)

### Gerald "Gerry" R. Spina

Gerry Spina passed unexpectedly at his Brookfield home on January 29, 2014. He left behind his wife, Debra and daughters Nicole, Lia, and Julia. As an employee of Milwaukee County Medical Complex Emergency Department, Gerry Spina was a Flight Nurse for Flight For Life from approximately 1991 to 1993. He served on both fixed and rotor wing aircraft during his tenure.



Gerry was an EMS instructor at Milwaukee County EMS and was a member of both the Lisbon Fire Department and the Bark River Emergency Training Consortium. He was also the owner of an intravenous therapy agency and a medical spa in West Bend. Prior to his nursing and EMS career, Gerry was a veteran of the US Navy.

Gerry was a cheerful, outgoing person who exhibited great personal warmth to all he met. He will be deeply missed.

### John Kreye

Former member and Salem Volunteer Fire Department Chief John Kreye, died unexpectedly on November 16, 2013 surrounded by his wife Diane and his loving family at St. Luke's Medical Center in Milwaukee.

John had been a member of the Salem Volunteer Fire Department for 15 years. He loved spending time with his family and extended family of grandchildren so much that he had left the fire service for that reason.

A special "thank you" was extended from John's family to his Brothers and Sisters at Town of Salem Fire/Rescue, Aurora Kenosha ER Staff, Flight For Life, the staff at St Luke's Neurosurgical ICU, the Kenosha County Sherriff Department, staff at Aurora 35th Street Kenosha, the Wisconsin Donor Network and Father Russ Arnet for their kindness and compassion.

John was a registered organ donor and fortunately his family chose to honor his wishes. There were many whose lives were saved because John, even in his death, continued to care for others by making this selfless choice. His organ donation decision gave his family a small bit of comfort in knowing that though he is no longer with us, he lives on in the lives of those who benefited from his life-saving gift.

Godspeed John. You will be missed by so many who love you.

### Kathleen Wohlt

Our condolences to the family and friends of Kathleen M. Wohlt of Fremont, Wisconsin who passed away unexpectedly on Monday, March 3, 2014. She will be greatly missed by her husband of 44 years, Jerry, her children, her grandchildren, and the entire Fremont community. Kathe was a member of the Fremont Wolf River EMS

team and an EMT for 23 years. In addition to her EMS work, Kathe worked for the Weyauwega Fremont School District and was a member of the school board.

### Laurie Sunde

On February 6, 2014 Laurie Sunde, Administrative Director for the Antioch Police Department (Illinois) lost her battle with cancer. She was a lifelong resident of Antioch and a long time employee of the police department.



Laurie joined the Village of Antioch Police Department in 1991 as a dispatcher. She became the Dispatch Supervisor in 1998 and in 2002 was promoted to Director of Communications. Her final promotion came in 2012 as the Administrative Director of the police department.

She was not only respected by her co-workers but also her peers in the dispatch community. It was her work ethic and selfless attitude that allowed her to tackle any task that was assigned to her. She was known for putting the needs of others above those of herself. Laurie dedicated many off-duty hours to the "Shop with a Cop" program that pairs officers with underprivileged kids for a shopping trip during the holidays to buy gifts for their family members and themselves.

Laurie will be missed by many-family, friends and colleagues—who knew and loved her.

### Mike Corsaw

Retired Zion Fire-Rescue FF/Paramedic Mike "Bud" Corsaw died suddenly on February 23 after being re-diagnosed with cancer. Mike joined the department in 1978 and spent 27 years serving the community before retiring in 2002.



According to the department, Bud was a popular member and was noted for his calm, friendly, and genuinely sincere personality. He always had a kind word, and would be the first to congratulate or console someone. He was an avid reader, a loving father and grandfather, and a fanatic Green Bay Packers fan.

There are many who learned under Mike's watchful eye; he mentored and touched the lives of paramedic students and new department members. Thank Mike for all you did for those around you. We are going to miss you.

### Mike Wurtz

On February 7, 2014 Woodstock Fire/Rescue firefighter/paramedic Mike Wurtz lost his two year battle with colon cancer. He fought this battle with the same fierceness that he battled fires, but in the end it was a battle he was unable to win. Mike was just 47 years old. Mike joined the department part-time in 2002 and then in 2006 he became fulltime. He was also a police officer with the McCullom Lake

continued on page 15

## REMEMBRANCES

(continued from page 14)

Police Department. Mike served as a MABAS Division 5 Fire Investigator, was part of the Lake/McHenry County Wildland Firefighting Team and was a member of the AFFI State Honor Guard.

The fire service is a family and that family rallied together to support Mike and his family during his cancer battle. From fundraisers to picking up his shifts, donating vacation and sick time, to helping with home chores and rides to treatment; his fire service brothers and sisters were there for him.



It was on Tuesday, February 11, that the department, Mike's family and friends along with over 350 first responders gathered to honor and celebrate his life. This outpouring of support clearly showed his family how much he was loved. Supporting each other is one of the things that make the fire service family so special; they are there in the times of happiness and in sorrow. Mike must have been so very proud of the time and efforts that everyone put in to show how much he was respected and loved.

Mike was considered to be not only an excellent firefighter and mentor, but more importantly, a great person who will be missed by his family, friends, colleagues and the community he served. The world is a better place because you were in it Mike and for that we are grateful.

### Walter Goetz

Walter "Wally" Goetz served on the Kansasville Fire and Rescue Department for almost six decades. Through the years he had many roles on the department, including assistant fire chief. It was his passion—he loved the Fire Department and driving trucks so much so that he volunteered for the department into his 80s! He enjoyed being with the other firefighters and making a difference in the community.

He was 81 when he died January 8, 2014 at his home. He is survived by his daughter, Mary, and son, Raymond, and many others who love him. Thanks for your almost 60 years of service Wally!

### Jason Zygowski

Jason S. "Ziggy" Zygowski, age 40, passed away on Sunday, March 9, 2014. Jason lived a "Big Life!" He was a proud Firefighter for the Village of Caledonia for 14 years and was devoted to his brothers and sisters in service. Prior to that, he was a Firefighter for the town of Waukesha.



Jason was an amazing, devoted father and husband. Jason was passionate about cooking for his family and friends in a BIG way! He was a Girl Scout leader and Dance Dad. He volunteered with the youth group and also at HALO Homeless Shelter through his involvement at Lutheran Church of the Resurrection. He was also an avid sports fan. He enjoyed watching the Yankees, Patriots and many

other sports teams. Jason enjoyed working out and was passionate about his health and physical fitness. Jason is survived by many friends and relatives who loved him.

### Stacie Napoli

Stacie Napoli, a 17-year veteran of the West Allis Police Department, died February 17, 2014, just moments after giving birth to twins.

Napoli, 39, died of a pulmonary embolism—a sudden blockage of a major blood vessel in the lungs, usually by a blood clot—after giving birth by Caesarean section at West Allis Memorial Hospital. The twins, Parker and Ellie, were in intensive care but doing well, although Stacie never got to see them.



A fund was started to raise money for the family and many people who never met Stacie were moved to contribute. The fund had almost achieved half the goal of \$50,000 by the first evening.

Napoli was a 1992 graduate of Cudahy High School, and attended Ripon College on an ROTC scholarship. She served 18 months in Iraq beginning in 2001 and earned the Bronze Star. Besides her twins, she is survived by her mother, husband, two sisters and many others who love her.

### One of Our Own: Looking Back

(continued from page 13)

Time sure goes by quickly but my memory of that September day is just as clear now as it was then. I have always said that the crash aged me at least 5 years. I do still believe that to be true and some days I can really feel it! I am still a flight nurse with Flight For Life. I left for a few years, moved a few times, enjoyed two different states but then came back home and back to the job that has been my most favorite of all during my 24 years of nursing. It is still just as challenging as the first day that I started. I am also employed as a Trauma Program Coordinator at a Level II Trauma Center which is just as challenging but in different ways. You could say that I am too busy and although I would agree with you, I would also tell you that I absolutely love what I do. It's hard for me to say "no" but I am learning! They say that time heals, scars fade, and pain eases away. Well, sure, I could agree with that but significant events in your life will shape you from that day forward. That has been the most important lesson I have learned. There's no trying to explain, defend, rationalize the WHY. It happened and I'd like to think I am a better person because of what happened to me 18 years ago. Life will continually throw things your way.... Some good... some bad... some things understood... some not. Make the most of it and enjoy the life you live!

Portions of this article were excerpted from *Flight Rounds Newsletter-Winter 1997*

## Mark Your Calendar!

- **FFL Blood Drives:**
  - ▶ **Tuesday, May 20, 2014, 2:30 – 7:30 pm**  
FFL-Waukesha Base at Lisbon F.D.
  - ▶ **Saturday, June 21, 2014, 9 am – 3 pm**  
FFL-McHenry Base at McHenry Township F.P.D.
  - ▶ **Wednesday, July 9, 2014, 11 am – 4 pm and Thursday, July 10, 2014, 1 – 6 pm**  
FFL-Fond du Lac Base at Fond du Lac County Fairgrounds
  - ▶ **Saturday, October 24, 2014 - 7 Angels Blood Drive**  
FFL-McHenry Base at Fox River Grove F.P.D.
- **FFL 30th Anniversary Events:**
  - ▶ Friday, September 26 at FFL-Fond du Lac Base
  - ▶ Saturday, September 27 at FFL-Waukesha Base
  - ▶ Sunday, September 28 at FFL-McHenry Base
  - ▶ Watch our website, Facebook and Twitter for details
- **Flight For Life's 30th Annual Emergency Services Conference: Trends and Issues 2014**
  - ▶ Saturday, October 18, 2014
  - ▶ Kenosha County Center
  - ▶ Online Registration - watch our website this summer

For the latest news and information on events check our

### Social Media Sites



[www.flightforlife.org](http://www.flightforlife.org)



[www.facebook.com/flightforlifetransportsystem](http://www.facebook.com/flightforlifetransportsystem)



<http://www.youtube.com/MRMCFLL>



(Waukesha) (McHenry) (Fond du Lac)  
@flightforlife | @fflmc | @fflfdl

## Congratulations to...

the following people who were randomly selected to win a fabulous prize from those who completed **FLIGHT FOR LIFE** Online Customer Satisfaction Surveys.

Month	Name & Affiliation
October	Dan Tyk, North Shore FD
November	Brenda Kissinger, St. Agnes Hospital
December	Pete Parker, Bristol FD
<b>2 0 1 4</b>	
January	Andy Stenberg, Waukesha County Communications
February	Lisa Wagner, Aurora Memorial Hospital of Burlington
March	Kevin Young, Spring Grove FPD

## 2013 SCYA Winners Announced

Congratulations to the following departments who were chosen as our 2013 Scene Call of the Year Award (SCYA) winners.

FFL Base	Combination Department	Full Time Department
Waukesha	<b>Lake Country Fire &amp; Rescue</b>	None submitted
McHenry	<b>Bristol Fire Department</b>	<b>Waukegan Fire Department</b>
Fond du Lac	<b>Mayville EMS</b>	<b>Orange Cross Ambulance</b>

Watch our website, Facebook and Twitter to find out when these departments will receive their awards.

## FFL Central App - Have You Tried It?

We hope by now many of you have downloaded our Flight For Life Central App. It is FREE to download for both iPhones and Android phones and includes lots of useful information including:

- Helicopter Activation Module (you need to register to use this module)
- References containing our Educational Cards
- Information about FFL's program, aircraft and staff
- Contacts, including one touch dialing to Flight Comm or Marketing staff and links to FFL's website and social media



If a Flight For Life helicopter is scheduled to come to your training or PR event, we will ask that you use the App to call us at the appointed time - adding "PR" or "Training" in the text field of the App (even though your event is on our schedule). This gives you a great opportunity to try it before you need it and see how easy it is!

## Environmental Crossword Puzzle ANSWERS

