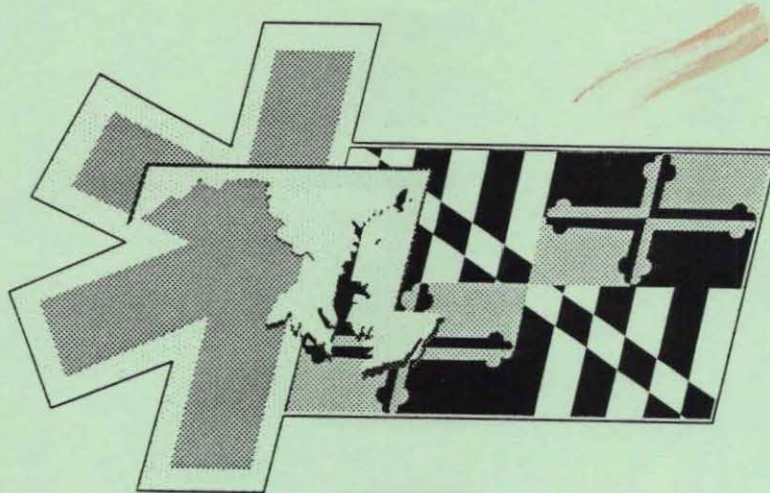


# **MIEMSS**

## **Press Report**



**November &  
December, 1994**

OCT 13 1994

# Dauphin hangar almost finished

By JOHN GRIEP  
Staff Writer

CENTREVILLE - Work is nearly complete on a hangar that will house the Mid-Shore's first Dauphin helicopter.

The hangar, located near the Maryland State Police Centreville Barrack, should be completed in time for the helicopter's arrival sometime in November.

Lt. Gary Shields, of the state police aviation division, said the hangar is "getting very near completion."

Shields said construction of the hangar was essentially finished, except for cleanup and finishing touches.

"The only major part (of construction left) is the installation of heat in the hangar," Shields said. The hangar's office was heated during the renovations.

Shields also said the hangar is "back in operation," housing the Bell Jet Ranger helicopter which currently serves the Mid-Shore.

The Centreville base will be the last MedEvac base in the state to receive the Dauphin helicopter. A MedEvac base in St. Mary's County was scheduled to receive their new helicopter last month.

The Maryland Board of Public Works approved the purchase of the faster, more sophisticated Dauphin helicopters for the two bases in late March.

The state had purchased nine Dauphin helicopters in 1990, six helicopters for MedEvac bases throughout the state and three helicopters for maintenance and training.

Concern over three accidents which claimed the lives of six state troopers since 1972 caused the state to purchase modern helicopters for the MedEvac system.

The Dauphin helicopter includes an automated flying system that can take over controls when visibility is low.

The twin-engine Dauphin helicopters are also faster than the Bell Jet Ranger, cruising at about 145 mph.

The Bell Jet Ranger helicopter, which lacks an automated flying system and has only a single engine, currently only operates during daylight hours and is not allowed to fly in inclement weather.

A state grant funded \$75,000 of the estimated \$150,000 in construction costs for the new hangar. Caroline, Cecil, Kent, Queen Anne's and Talbot counties contributed \$15,000 each for the hangar construction.

Shields said a dedication of the new hangar was planned and had been tentatively scheduled for the second week of November.

OCT 19 1994

## New MedEvac chopper is slated to arrive soon

Kent and other counties on the Upper Shore could get swifter round-the-clock emergency MedEvac service starting next month.

At present, the region is served out of a Queen Anne's County base by an aging helicopter whose limitations do not permit its use at night or in bad weather. When emergency evacuation is needed during those times, a larger, more modern helicopter must be sent from a base on the western shore.

The expanded service in this area will become possible when a new hangar is completed in Queen Anne's County and a Dauphin helicopter is delivered.

A spokesman for the Maryland State Police says the hangar should be finished by early November.

"The only major thing left undone is the heating system," he said, "and we can operate for a while without that if we must."

The absence of a Dauphin on the Upper Shore led to a public clamor for better service during the last session of the Maryland General Assembly. The Eastern Shore delegation responded by demanding that the state make the money available, pointing out that the area was the only part of Maryland not served by the Dauphin.

The state handed over the money in the spring, along with a \$75,000 grant for a new \$150,000 hangar. The rest of the hangar money was provided by Kent, Caroline, Cecil, Queen Anne's and Talbot counties, which will be served by the new helicopter.

At present, the area is covered by a relatively small Bell Jet Ranger. These copters lack the foul-weather and nighttime navigation equipment of the Dauphin.

At least six MedEvac officers have been killed in Jet Ranger crashes across the state since 1972, raising safety concerns about the helicopter. But when the state took delivery of nine Dauphins in 1990, none was sent to the Eastern Shore. Six were put into immediate use on the western shore and three were kept there in reserve.

The Jet Ranger continued to fly on the Eastern Shore under tight restrictions that recognized its limits. Dauphin's much larger size gives it stability in the kind of severe weather common to the Eastern Shore during winter.

Volunteer fire departments and other groups concerned with public safety have warned that lives in this part of the state were put at risk when emergency cases could not receive speedy MedEvac service at night or during storms — periods during which accidents are common.

Recorder  
Pr. Fred., Md.

OCT 19 1994



## New MedEvac chopper

Maryland State Comptroller Louis L. Goldstein, right, presents a \$4.2 million facsimile payment check to Jim Shirey, pilot and representative of American Eurocopter. The new helicopter will be based in St. Mary's County and serve Calvert, Charles and St. Mary's counties.

Times  
Denton, Md.  
OCT 26 1994

## Enfin, Dauphin

At last, the Upper Shore is going to be served by a Dauphin MedEvac helicopter like the ones flying elsewhere in Maryland in recent years.

The Dauphin has been a long time coming to our area. But officials at the Maryland State Police Aviation Division say work is nearly complete on the hangar that will house the new helicopter at the state police barrack on the outskirts of Centreville.

In 1990, Maryland purchased nine Dauphin helicopters to use in the MedEvac operation. Six went to the bases, three to maintenance and training. Southern Maryland and the Upper Shore didn't get the new helicopters and had to make do with the older Bell Jet Rangers, which can be operated only in daylight and in good weather.

We owe a debt of gratitude to Lt. Gov. Mickey Steinberg. He campaigned on behalf of the Upper Shore and Southern Maryland when Gov. William Donald Schaefer was reluctant to allocate the necessary funds to upgrade MedEvac service in those two areas. Steinberg didn't value one life over another: he believed the quality of service should be uniform throughout the state.

The difference between the Bell Ranger and the faster, more sophisticated Dauphin is significant. How significant? It can be the difference between life and death. When an accident victim is flying to a shock trauma unit, seconds count.

Finally, last March the Maryland Board of Public Works, headed by Schaefer, approved purchase of the new Dauphins for Southern Maryland and the Upper Shore. The state put up \$75,000 toward the cost of building the hangar at Centreville, and Caroline, Cecil, Kent, Queen Anne's and Talbot counties each anted up \$15,000.

Dedication of the new hangar is tentatively scheduled for the second week of November. It can't come soon enough for the health and well-being of the Upper Shore.

# Upper Shore gets a new medevac helicopter

By Jim DeCoursey

Whig Staff Writer

Medevac helicopter coverage for Cecil and other Upper Shore counties has expanded with the Maryland State Police's latest aircraft addition.

The state police replaced its 10-year-old Centreville-based Bell Jet Ranger with a \$5.5 million French-made Dauphin helicopter. It will be ready to answer calls midnight Wednesday, said Maj. Johnny Hughes, commander of state police aviation.

The new helicopter will be available from 7 a.m. to 3 a.m. The Jet Ranger was only permitted to answer calls during daylight hours, he said.

State police now have 11 twin-engine Dauphins. Only four — based in Baltimore, Frederick, Prince George's and Wicomico counties — are available 24 hours a day.

"We don't have the pilots nor the flight paramedics to keep all eight (helicopter) sections flying 24 hours a day," Hughes said.

The new helicopter — designated Trooper 6 — will serve southern Cecil, Kent, Queen Anne's, Talbot and Caroline counties.

Even with the distance between Centreville and Cecil County, Trooper 6 will alleviate medevac pressures in Cecil, explained Dr. Douglas Floccare, aeromedical director for Maryland Institute for Emergency Medical Services Systems.

Cecil rescuers primarily rely on the Baltimore-based Trooper 1 for medevacs. Delaware State Police helicopters and Pennsylvania-based Skyflight Care also provide coverage for the county.

Trooper 1, the state's busiest helicopter, flew more than 1,800 medevac calls last year. Since it serves the Baltimore metropolitan area and Harford County, it's not always available for calls in Cecil, explained Frank Muller, county EMS coordinator.

Muller said he is taking a "wait

and see" approach to determine if the Centreville-based Dauphin will make a difference in Cecil. "It's still better than the (Jet Ranger) because its faster, state-of-the-art and available after dark," he said.

Dauphins can carry multiple patients and have greater search and rescue capabilities, Floccare said. The smaller Bell Jet Ranger could only carry one patient. Last year, the Centreville-based helicopter flew 326 medevac calls, more than 80 of which were to Cecil, Hughes said.

When the state decided to replace Trooper 6, the idea of moving the helicopter closer to Cecil County was up in the air.

Cecil officials asked the state to relocate the helicopter, but their efforts were unsuccessful, said County Commissioner W. Edwin Cole Jr. "I wanted it moved here very badly. If another (medevac) helicopter comes to the Shore, it should definitely be based in Cecil," he said.

Although the state would not move the helicopter, Cecil officials did not threaten to hold back the county's \$10,000 commitment for hangar renovations.

The Centreville-based helicopter is still an asset to public safety in Cecil, Cole said. "Sometimes a half of a loaf is better than no loaf at all," he explained.

Kent County News  
Chestertown, Md.  
NOV 16 1994

## Dauphin bows in early for duty

It flies through the dark of night. It flies through the worst of Chesapeake weather — through sleet, wind and fog.

And it has arrived two days before it was expected.

We are talking about the Mid-Shore's newest lifesaver: a \$5.5 million, French-made Dauphin MedEvac helicopter, which arrived at its Centreville hangar last week.

The helicopter replaces an obsolete Bell Jet Ranger copter, whose limitations did not permit the MedEvac crews to fly it during the night or when the weather turned especially nasty.

That meant that during times when accidents were most likely to happen the Upper Shore counties of Cecil, Kent, Queen Anne's, Talbot and Caroline were served by a helicopter from

a more distant point, assuming one was available. Critical time was lost during the so-called "golden hour" during which aid must be given to those seriously hurt.

The new Dauphin will fill that gap in emergency services, say state and county officials. The helicopter arrived at the Centreville State Police barracks last Wednesday morning.

The old copter hangar has been enlarged to accommodate it, with each of the five counties in the service area contributing \$15,000 toward the cost. The state contributed \$75,000.

The rest of Maryland has had the Dauphin service for several years. The state finally agreed to buy one for the Eastern Shore earlier this year after protests from the Eastern Shore delegation to the General Assembly and complaints from rescue and vol-

unteer fire departments in the region.

The twin-engine Dauphin is both bigger and much faster than the Bell Ranger. Its power permits it to carry a 1,000-pound patient load and to remain in the air for up to 20 hours each day.

"We did a pretty good job with the Bell Jet but this aircraft is so much more sophisticated," said Sgt. Carl Lee, a paramedic who will fly with the Dauphin.

"I have the training, knowledge and capabilities but I was limited by the physical aspects of the Bell Jet. Now I'm not limited by an aircraft any more," the trooper said.

He said that the paramedics can treat a wider variety of medical emergencies than was possible with the smaller aircraft.

No. 30 1994



Paramedic Lee Fitzgerald sits in the Maryland State Police Medevac, what he calls the "flying ambulance."

*For the Maryland  
State Police crew,  
it's saving lives  
and more  
aboard the ...*



Times Photos by Autumn Winterbottom

The Maryland State Police Medevac lifts off from the Salisbury-Wicomico County Regional Airport.

# MEDEVAC

operating in six minutes," said Trooper Paramedic Ron Lewis.

"We're on standby all of the time," Fitzgerald said. "Our job is to be here and ready to go."

But, for the most part, all has been quiet. Trooper Four has not been called on too many missions the past couple weeks, due in part to the lack of activity on the Lower Shore and bad weather.

Hurricane Gordon and several other storm systems have grounded the operation. If it's unfit to fly, the chopper stays tucked away at the airport.

But, when it gets busy, you'll know. The Medevac can make as many as four trips to Peninsula Regional Medical Center on any given summer day.

"You could imagine, it really gets busy down here in the late spring and throughout the summer, especially on weekends," Fitzgerald said, speaking of missions when the chopper acts as a scene Medevac.

"But come winter, things slow up and we don't get out as much. There aren't as many people down here," he said.

Regardless of when they get out, missions don't tend to be for a broken leg. It's for something much worse.

"It's usually a very dramatic situation," Lewis said. "From a personal stand point, I've never had a problem with any situation I've come across. I've

seen it all. Nothing surprises me in this job, and that's part of what makes it so fascinating."

"You can't let the situation get to you. You have to keep focused," Lewis said. If it does, "you're jeopardizing the victim's life as well as your's and your pilot's."

"My job is to fly this helicopter," Russell said. "I don't have time to worry about what's going on in the back. My job is to get that victim to the hospital in the quickest amount of time possible, without endangering us or others. So, you have to be safe. Safety is the key. You can't cut any corners."

"Certain situations can get to you," Russell said. "Ones that involve children especially. I mean, we're all human. You can get emotional, but you know you have to do the job."

And in doing that job, everyone is a team member with a common goal.

"We have ranks in this division, but all that's put aside for the most part," Fitzgerald said. "We work as a team and we try to look out for one another."

"It's like our own little family," he said. "We're apart from the everyone else out here. It's kind of nice."

"This is a very satisfying job — it's very rewarding," said Russell. "Not just because of what we're doing, but because of the people."

Star-Democrat  
Easton, Md.  
Cir: 18,000

DEC 02 1994



Trooper 6, a Dauphin helicopter used for medical emergencies and police work, was commissioned on Thursday by state and local dignitaries. Ethel A. Murray, 36th District delegate and a member of the EMS advisory council, cuts the ceremonial ribbon with the help of Colonel Larry Tolliver, superintendent of the Maryland State Police, William V. Riggs, president of the Queen Anne's County Council and Talbot County Councilman Andrew Anderson. To Murray's left are county councilmembers from Queen Anne's, Caroline, Cecil, Kent and Talbot.

## Eastern Shore's new Dauphin dedicated



Gov. William Donald Schaefer spoke during the observance of the arrival of the Dauphin helicopter in Centreville. He said he has been hurt by the reaction to his "unfortunate remark" about the Eastern Shore.

By DANA CARN-BOWSER  
Staff Writer

CENTREVILLE — Gov. William Donald Schaefer lamented old slights, called for state unity and requested Eastern Shore support for his successor Thursday as he dedicated a new Medivac helicopter and its hangar here.

Saying this speech would be his last on the Shore in his capacity as governor, Schaefer reflected on the slights he believes he suffered from Eastern Shore residents in the last four years.

"I'm reluctant to say this because my words have been slammed in my face when I made an unfortunate remark that was made as a joke," he said. "It hurt me so much."

Please see DAUPHIN, p.9A

# Dauphin

from page 1a

The governor was referring to the furor over his calling the Eastern Shore an outhouse shortly after he won a second term in Annapolis.

Schaefer remembered a woman walking up to him when he and his cabinet were in a Kent Island donut shop and saying "we don't want your kind on our island," he said.

"If the man who owned the place could have thrown a bucket of cold water in my face, it wouldn't have hurt more," said Schaefer.

The governor also told the crowd yesterday, "If I had listened to some of your legislators who said, 'I don't like your proposals and will vote against all of them, you wouldn't have gotten your helicopter either.'"

But many Upper Shore residents were angry because they believed that a Schaefer peeved at getting less Shore voter support than expected in the 1990 election withheld support for a new helicopter for this area.

The Upper Shore was the state's last region to get the newer aircraft. Southern Maryland received a new Dauphin helicopter in September.

But these two regions of the state and their legislative delegations waged a long battle to win a promise from Schaefer for upgrading MedEvac capabilities.

Taking the role of the elder statesman yesterday, Schaefer advised that Maryland's different regions must work together or things cannot be accomplished.

"You can't separate yourself. If you did you couldn't do this. You couldn't afford the helicopter," he said before presenting a

\$4.2-million check to David O. Smith, president of American Eurocopter Corp., which built the Dauphin helicopter.

The outgoing governor also advised Upper Shore citizens to support his successor, Parris Glendening, who did not carry the Shore in the Nov. 8 election.

"Don't automatically vote against the new governor because he wants to spend a few dollars... see how it will affect us," he advised.

Schaefer also talked about what an honor it has been to serve two terms as governor of Maryland, saying "today was one of the great days."

The Dauphin is faster, can hold more passengers, offers more comprehensive medical treatment, and can fly 20 hours a day, double what the Bell Ranger could do. It is the premiere of emergency aircrafts in the nation, according to Col. Larry Tolliver, superintendent of the Maryland State Police.

"Eight years almost exactly to this time, we originally built and dedicated this hangar... we hope it will serve us for a very long time," said William V. Riggs III, president of the Queen Anne's County Commission.

"We hope that none of us will have to use this magnificent machine... we simply want to say thank you, Governor, for understanding that need and bringing it to fruition during your term," said Margaret Myers, president of the Caroline County Commission.

The state has lost six Maryland State Police pilots in helicopter accidents since the

emergency missions began in 1970, Tolliver said. The accidents were attributed to ill-equipped helicopters flying in unsuitable conditions.

Schaefer recalled one of them.

"One helicopter crashed in a hill near my house," Schaefer recalled. "I climbed up that hill and saw the bodies still in there."

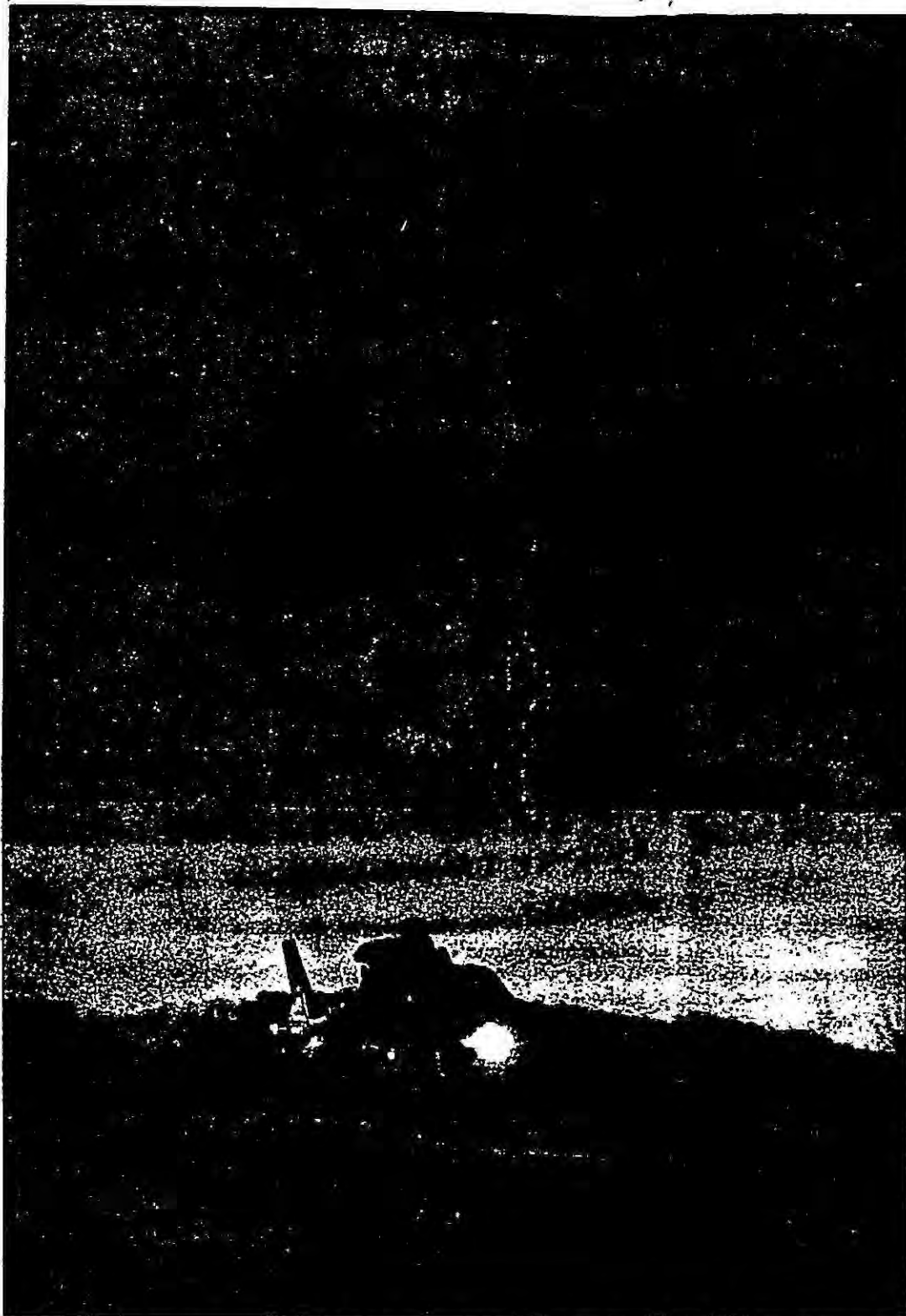
Schaefer commended everyone for pitching in and getting the helicopter to the Upper Shore.

"The Eastern Shore was not included in the original need but you wanted it here and that was rightly so," he said.

"This was a team effort," agreed Maryland Comptroller Louis L. Goldstein. "When people work together, regardless of race, creed, or politics, you can get the job done."

After pushing for the new helicopter for years, Queen Anne's, Kent, Talbot, Caroline and Cecil counties also invested \$15,000 each for renovation of the hangar that will house the new helicopter. They had also contributed to the first hangar built at Centreville in 1986. It housed a Bell Ranger MedEvac helicopter.

Among other dignitaries attending Thursday's ceremony were Rep. Wayne T. Gilchrest (R-Md-1st), Del. Ron Guns (D-36th-Cecil), Del. Michael Newnam (D-36th-Kent), newly elected Del. Wheeler Baker (D-36th-Queen Anne's), and Del. Ethel Murray of the 35th District, and other members of the county commissions and council of Caroline, Queen Anne's, Kent, Cecil and Talbot counties.



Trooper 3 lands in an open lot to pick up a patient injured in a car wreck on Md. 97, north of Westminster.

Carroll Co. Times  
Westminster, Md.  
Cir: M-S 21,903  
Sun. 22,509  
DEC 04 1994 MDNR

# Frigid flying

## Cold is new challenge for copter rescue crews

■ A day with Trooper 3/E6

By MATT WICKENHEISER  
Times Staff Writer

The pilots and crews of the Maryland State Police Medevac helicopters have survived the haze, fog and thunderstorms of summer. They've transported the victims of swimming outings gone awry, dehydration and heat stroke.

As the season changes, the men and women who whisk patients in urgent need of medical care to area emergency rooms face decidedly different challenges.

In coming months, they'll respond to more house fires — most common in win-

ter during heating season. They'll see more of the gore of hunting, firewood-cutting and snowmobile accidents.

And they'll quit fretting about thunderstorms that could threaten their copters and resume worrying about ice and snow and low cloud cover.

"If you get to an accident scene, you can't help a patient if you can't get him to the hospital," said Cpl. Scott Flowers, a Medevac pilot based in Frederick. "And you've stranded a \$4.5 million heli-

copter until the weather clears."

If Flowers, who pays close attention to weather forecasts, hears of a cloud ceiling



Please see FRIGID, A11



TFC. Mark Gibbons, above, looks out as his team embarks on a rescue mission. In photograph at left, Gibbons leads Taneytown firemen with a patient to the helicopter for transport to Baltimore.

Stephen Cherry photos

# Frigid

From A1

at or below 1,000 feet and visibility of only three miles, he'll be more selective in his missions. "Mother Nature you just don't mess with," Flowers said.

The whirling blades of a helicopter are subject to icing just as are airplane wings. It's a hot topic now in aviation circles, and not one that experienced pilots are likely to ignore.

"Ice is really death to aviation," Flowers said. "The first sign of icing is accumulation of ice on the windshield wipers. As soon as you see that, you better find yourself a place to land."

Caused by moisture freezing on the helicopter's rotors, icing on the rotors is as much as a problem as ice on the ground.

If a helicopter sets down on ice, it may begin spinning, instead of its rotors.

"It [the helicopter] spins very easily," Flowers said. "Sometimes clear ice is invisible, not only to automobile drivers, but helicopter pilots, too."

Landing in fresh snow as near as possible to the victim can also pose a problem for Medevac pilots. Flowers said the chopper's rotors can create a whirlwind of snow or a whiteout blinding the pilot during the critical few seconds before landing.

Winter can bring benefits, though, for the Medevac crew.

Colder, denser air gives the helicopter rotors more to slap, and gives the chopper greater lift.

"During the winter, we could pick up a cow in that thing," Flowers said.

Weight on board the state police copters is a concern in summer, when thinner, warmer air provides less for the rotors to work with.

The cold also affects the way the medics treat the victims.

Not surprisingly, winter accident victims are usually cold, especially if they're not wearing heavy clothes and are stuck in a car with

no heat. As medics work to save a patient, they cut away the victim's clothes, removing what little insulation they might have.

"We're really concerned about the cold, usually when a patient is traumatic, there's a lot of problems with metabolism," Sgt. Doug Dods, a Medevac medic, said. "It's tough keeping the body up to normal temperature."

However, when a victim has major cuts in the cold, there probably won't be as much blood loss. Though the heart is pumping faster, the outer blood vessels constrict to try to keep the body warm, restricting blood flow.

"That's good and bad — as you warm them up, they're going to bleed," Dods said.

## Car plunges into pond

Associated Press

DISTRICT HEIGHTS — A Capitol Heights man died Friday night when the car he was driving plunged into a pond trapping the man below the surface, police said.

Prince George's County police said it was unclear what caused the car driven by Walter Earl Warren, 29, to leave the roadway and slide down an embankment into the sediment pond.

The accident occurred about 9 p.m. behind the Penn Station Shopping Plaza located at the intersection of Silver Hill Road and Pennsylvania Avenue in District Heights, police said.

Kent County News  
Chestertown, Md.

DEC 7 1994



**GUY GLENDENNING** of Chestertown, a State Police flight safety officer, helped design passenger space on the new Dauphin II MedEvac helicopter. Dedication ceremonies for the aircraft were held last week. *Kent News photo by Gibson Anthony*

# Medical helicopter to fly into service

By LESLIE GROSS  
Kent Island Staff Writer

The long-awaited, \$10.5 million state-of-the-art medevac helicopter for the upper Eastern Shore should be in service by next month.

The faster, more sophisticated dual-engine machine will arrive at its Centreville base Nov. 4 and start service soon after, Phil Hurlock, director of the Queen Anne's County Emergency Operations Center, told county commissioners yesterday.

It replaces an older helicopter stationed in Centreville and standardizes

statewide medical evacuation operations.

"This is great because all of the hard work, time and dedication put in by many, many people...is finally becoming a reality," Mr. Hurlock said.

The French-made Dauphin chopper replaces a Bell Jet Ranger, a single-engine aircraft that was not allowed to fly at night or in bad weather, said Lt. Gary Shields, head of training and recruitment for the state police Aviation Division.

In 1989, police started acquiring Dauphin helicopters and phasing out the

outmoded Jet Rangers.

The new helicopter will operate 20 hours a day, seven days a week, twice as long as the current machine, Lt. Shields said.

The helicopter can travel at night and in certain types of bad weather because it can be flown by instruments, Lt. Shields said. The aircraft will not fly in thunderstorms or icing conditions, he said.

The Dauphin also travels much faster at 160 mph compared to the Jet Ranger's 120 mph speed, he said.

"It will get to the scene much faster

and get to the hospital much faster," Lt. Shields said.

The new aircraft has more room for patients and emergency medical workers. The helicopter will be able to accommodate two pilots, two patients and four others sitting down, he said.

Unlike the Jet Rangers, the Dauphin has a hoist with 295 feet of cable that is capable of lifting 600 pounds. It also houses a special search camera that uses changes in temperature to find criminal suspects or missing persons, the lieutenant said.

The new helicopter also is certified

for flight in clouds and has a high-power searchlight, unlike the Jet Rangers.

Centreville's Dauphin and another to be stationed at St. Mary's airport were funded from the Transportation Trust and Emergency Medical Services funds.

The Eastern Shore's helicopter will be housed at the newly renovated hangar at the state police Centreville barrack. Using state money and cash donated by surrounding Eastern Shore counties, the hangar was widened and lengthened to accommodate the larger aircraft.

Star-Democ. MDNR  
Easton, Md.

OCT 10 1994

# New Dauphin due within 2 weeks

By DANA CARN-BOWSER  
Staff Writer

**CENTREVILLE** — The new Dauphin helicopter will land in Centreville within two weeks.

The helicopter is scheduled to arrive on Friday, Nov. 4 and operations will begin Nov. 9, just as renovations are being completed at the Maryland State Police hangar according to Phil Hurlock, director of the county's

## Emergency Operations

"It feels great. It feels like after all the hard work and dedication ... it's finally becoming a reality," he said.

The new helicopter will give "better service" to the Mid-Shore than what is offered now, Hurlock said.

Helicopter operations will be extended to 20 hours a day from 7 a.m. to 3 a.m. seven days a week, he said. The Bell Jet

Ranger, which the Centreville Maryland State Police barrack currently uses, only operates during daylight hours and is not allowed to operate during inclement weather.

The Dauphin also is faster and can reach the surrounding counties in a manner of minutes, according to police officials.

The Mid-Shore counties, Caroline, Cecil, Kent, Queen Anne's, and Talbot, each paid \$15,000 to

renovate the hangar. The state issued a grant that paid for the remaining \$75,000 needed for the project.

Hurlock said the county is trying to schedule a dedication ceremony to honor the officials who helped bring the Dauphin to the Eastern Shore.

"We feel obligated to honor these people," he said.

OCT 19 1994

# MedEvac helicopter scheduled to arrive Nov. 4

By JOHN GRIEF  
Staff Writer

**CENTREVILLE** — Work is nearly complete on a hangar which will house the Mid-Shore's first Dauphin helicopter.

The hangar, located near the Maryland State Police Centreville Barrack, should be completed in time for the helicopter's

arrival Nov. 4. Operations will begin on Nov. 9.

Lt. Gary Shields, of the state police aviation division, said the hangar is "getting very near completion."

Shields said construction of the hangar was essentially finished, except for clean-up and finishing touches.

"The only major part (of

construction left is the installation of heat in the hangar," Shields said. Heat in the hangar's office had remained operational during the renovations.

Shields also said the hangar is "back in operation," housing the Bell Jet Ranger helicopter which currently serves the Mid-Shore.

The Centreville base will be

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The Maryland Board of Public Works approved the purchase of the faster, more sophisticated Dauphin helicopters for the two bases in late March.

The state had purchased nine Dauphin helicopters in 1990, six helicopters for MedEvac bases throughout the state and three helicopters for maintenance and training.

Concern over three accidents which claimed the lives of six state troopers since 1972 caused the state to purchase modern helicopters for the MedEvac system.

The Dauphin helicopter includes an automated flying

system that can take over controls when visibility is low.

The twin-engine Dauphin helicopters are also faster than the Bell Jet Ranger, cruising at about 145 mph.

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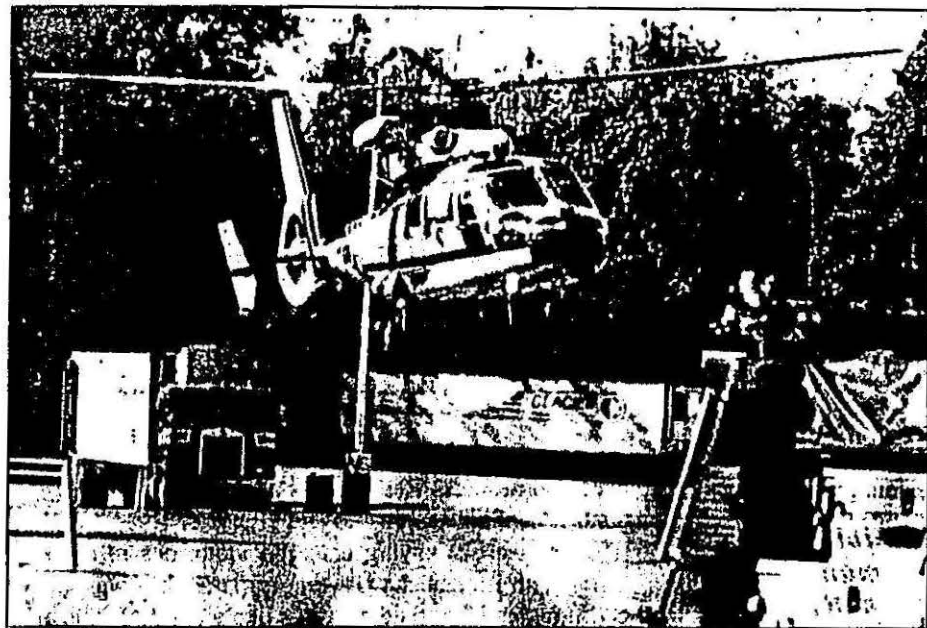
A state grant funded \$75,000 of the estimated \$150,000 in construction costs for the new hangar. Caroline, Cecil, Kent, Queen Anne's and Talbot counties contributed \$15,000 each for the hangar construction.

Shields said a dedication of the new hangar was planned and had been tentatively scheduled for the second week of November.

619 1994

## • News • News • News • News • News • News • News •

### *Centreville To Recieve New MedEvac Dauphin State Police Helicopter This Week*



A new Maryland State Police Dauphin MedEvac helicopter, like the one pictured above, will be delivered to Centreville later this week. The new Dauphin will replace the older Bell Jet Ranger presently serving the Upper and Mid-Shore areas. The Dauphin will be available 20 hours a day.

By Craig McGinnes  
**CENTREVILLE-** The final new Maryland State Police (MSP) helicopter - to serve the Eastern Shore area based out of Centreville - is slated to be delivered on or around Friday, November 11. A date has not yet been finalized for the official dedication of the new helicopter, though it is expected to take place at the end of this month.

The addition of the new Dauphin helicopter in Centreville completes a long-term campaign by Eastern Shore residents demanding equal coverage by the MedEvac program. Most of the state already had local access to the new Dauphin helicopters. Centreville barracks was one of the few locations still serviced by the older Bell Jet Ranger, a model which was deemed unsafe to use after dark and, therefore, left an extended period without local coverage for the Upper- and Mid-Shore areas.

Assignment of the Dauphin unit in Centreville mandated improvements to

the existing hangar - expanding the old facility, hiring and training of additional pilots and reassignment of paramedics to the aviation division. Once the Dauphin is in service in Centreville (St. Mary's County Airport went into service with a new Dauphin just months ago) all eight MSP aviation bases will be equipped with the newer, larger, faster and more sophisticated helicopters and the phase-out of the Bell Jet Rangers will be complete.

1st Sergeant Ron Creel, Operations Officer at the MSP aviation division headquarters at Martin's State Airport, shed some light on the Med-Evac program in general. Despite rumors to the contrary, there is no charge for the Med-Evac helicopter transport service. The costs of the operation are paid for by an \$8 fee which we all pay as part of our automobile registration fee. The determination to fly a patient out in a Med-Evac helicopter is authorized by any responding police officer or the first EMT on the

scene of any situation requiring medical attention.

Creel suggests that rumors as to the expenses associated with Med-Evac services may come from the cost of helicopter transportation in cases that are not time-critical. Creel suggests that, in these cases, if a patient requests helicopter transport private operations such as Med-Star or Hershey Lifeline will provide services for a fee, which can often be quite large. Such operations charge a base fee in the area of \$750 dollars just for taking to the air and add on additional cost for every mile travelled - often resulting in costs well into the thousands of dollars. These services are only used, and a bill is only sent out, in cases which are not time critical, a fact which Creel hopes to reinforce.

Interestingly, Creel was, he adds, the first Med-Evac pilot in the Shore region and has personally trained many of the pilots to serve the area since he was stationed here from 1978 to 1986.

# This Dauphin flies ... and may very well save your life

By WILLIAM KIRBY  
Editor

**CENTREVILLE** - The girl in the accident wasn't breathing but Sgt. Carl Lee, riding high above the Shore in a newly acquired Dauphin helicopter, didn't have to worry about growing another set of arms to feed her oxygen, attach monitors and maintain contact with the hospital.

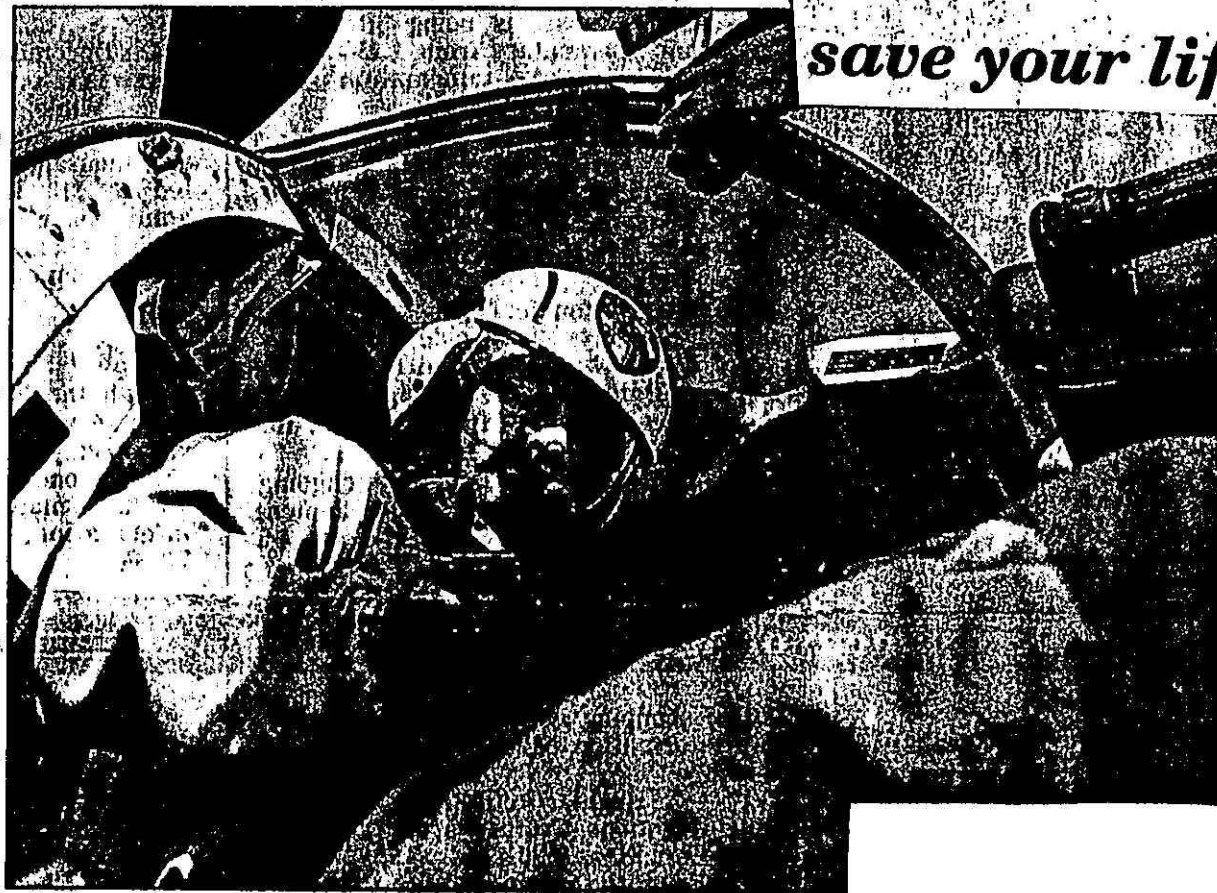
Another paramedic "bagged" her with oxygen mask, freeing Lee to worry about everything else.

"That's something I couldn't do in a (Bell Jet) Ranger," Lee said, referring to the antiquated MedEvac chopper that's now history.

There's lots of things paramedics couldn't do on the old Ranger that they can on the state-of-the-art Dauphin, such as carry two patients instead of one, several caregivers instead of one, and provide head-to-toe care instead of waist-up only treatment. It can also carry premature infants and a family member, and a ventilator and defibrillator.

The long-awaited Dauphin, manufactured by American Eurocopter in Texas, is to the Jet Ranger what a Cadillac is to a VW, according to the pilots who fly it. Bigger, faster, safer, it can fly up to 20 hours a day in both darkness and bad weather.

Promised four years ago after the state bought a nine-Dauphin fleet to serve MedEvac bases on the western shore, the chopper finally arrived here last Wednesday, two days ahead of schedule. Housed in a special hanger renovated with a \$75,000 state grant and \$15,000 contributions from the five Mid-Shore counties it



Sgt. Eric Carroll at the controls of the newly-arrived Dauphin. Right: the Dauphin outside its Centreville hanger at the Maryland State Police barracks.

Photos by Chris Tyree

been used several times. The \$4.5 million pricetag is a bargain compared to the increased life-saving capacity it will offer to residents of Queen Anne's, Kent, Cecil, Talbot and Caroline counties, according to Lee and pilot Sgt. Eric Carroll.

"People here can now get the kind of service the rest of the state enjoys," Carroll said.

twin-engine Dauphin here was an uphill battle. The state, facing recession-caused revenue shortfalls, not only refused to put a Dauphin on the Shore, but wanted to close the Ranger-equipped Centreville base, making the Mid-Shore dependent on day-only emergency air transport from the western shore. Finances got so shaky in October 1991 the Gov

proposed the layoff of six Centreville MedEvac personnel - including Carroll - until the General Assembly worked out an alternative budget-cutting plan.

Political pressure kept the base open, but budget problems delayed purchase of another two Dauphins, one for Southern Maryland, until this year.

To Lee, the Dauphin "allows me to practice everything I was trained to do. Before, I was limited by the physical aspects of the Ranger."

The Ranger was so cramped, a victim's legs extended past the pilots' seats, limiting access to the waist and up. A Dauphin allows full access to two patients - a primary, or critically injured victim, and a less seriously injured patient. It has more monitors than the Ranger, including an EKG, blood pressure, and pulse oxymeter. Lee can also defibrillate cardiac arrest victims he could only treat chemically in the Ranger. The additional monitors and room frees

him to conduct multiple treatments.

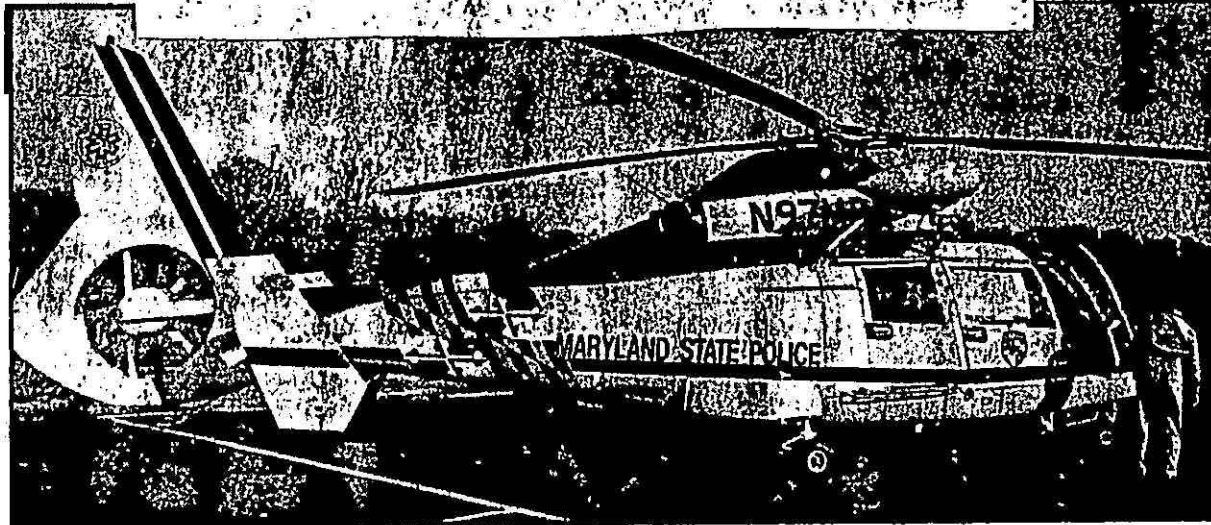
The extra capacity allows the Dauphin's hoist to collect several victims from water or other inaccessible places instead of having to ferry them out one at a time.

The future will probably bring greater advances in emergency medical technology than avionics, including increased portability and miniaturization of equipment, especially monitors, according to Lee.

Two new Dauphins the state recently purchased have four monitors built into one, he said.

Dauphins on 24-hour call are stationed at Baltimore, Andrews Air Force Base, Frederick and Salisbury, while 20-hour units (7 a.m.-3 a.m.) are at Centreville, Cumberland, Patuxant River, and Norwood in Montgomery County.

"Lots of people ask if they can have a ride," Carroll said. "But you don't want to pay the price."



By CHIP GUY  
Daily Times Staff Writer

### **SALISBURY**

**H**elicopter pilot Mike Price sat in the Maryland State Police Medevac at the southeastern side of the Salisbury-Wicomico County Regional Airport waiting for clearance to depart.

"Trooper Four — direct to Georgetown and land, direct to Ocean City, direct to Salisbury — maintain two thousand feet," a voice from the airport tower said over the chopper's radio.

"Copy, Salisbury — direct to Georgetown and land, direct to Ocean City, direct to Salisbury — maintain two thousand feet," said Price, repeating his flight plan to the tower.

Price and fellow pilot Scott Russell were conducting a mandatory instrument flight training mission on a brisk fall afternoon. Their commander (and on-board paramedic), 1st Sgt. Lee Fitzgerald, sat in the aft section of the helicopter.

Trooper Four finally got the green light.

The persistent hum of the French-made Dauphin helicopter's rotor changed to a higher pitch and the craft lifted ever so



The Maryland State Police Medevac makes many trips, especially during the summer months, to trauma centers and hospitals like Peninsula Regional Medical Center. Here, the medical center can be seen as the helicopter makes its approach.

Fitzgerald, who's been with the division for 17 years, has been on many missions that called for his medical skills and expertise.

"We spend a great deal of time on Medevac missions alone," said Fitzgerald. "About 60 percent of the time, we're a medical unit," or a flying ambulance, what Fitzgerald referred to the chopper as on more than one occasion.

slightly off the ground. The nose tilted forward as the tail moved to almost a 45-degree angle above the runway.

Trooper Four was airborne, climbing and screaming into the sky.

It's just another day in the office for three of the 10 crew members — five pilots and five paramedics — stationed at Maryland State Police Aviation Division, also known as the Trooper Four unit, in Salisbury.

Today, it was just a routine training mission. But at any time on any day, the group could be called upon to transport an automobile accident victim.

This March, the division will celebrate its 25th anniversary — 25 years of saving lives.

See MEDEVAC, Page 6

# Police Medevac crew does more than save lives

MEDEVAC, from Page 1

"The rest of the time, we're involved in police-related matters, like suspect searches or assisting as backup in drug raids," he said.

Fitzgerald has seen a lot change in 17 years. The days of unsafe, less sophisticated aircraft are gone. And so are many of the limitations in what procedures paramedics could perform.

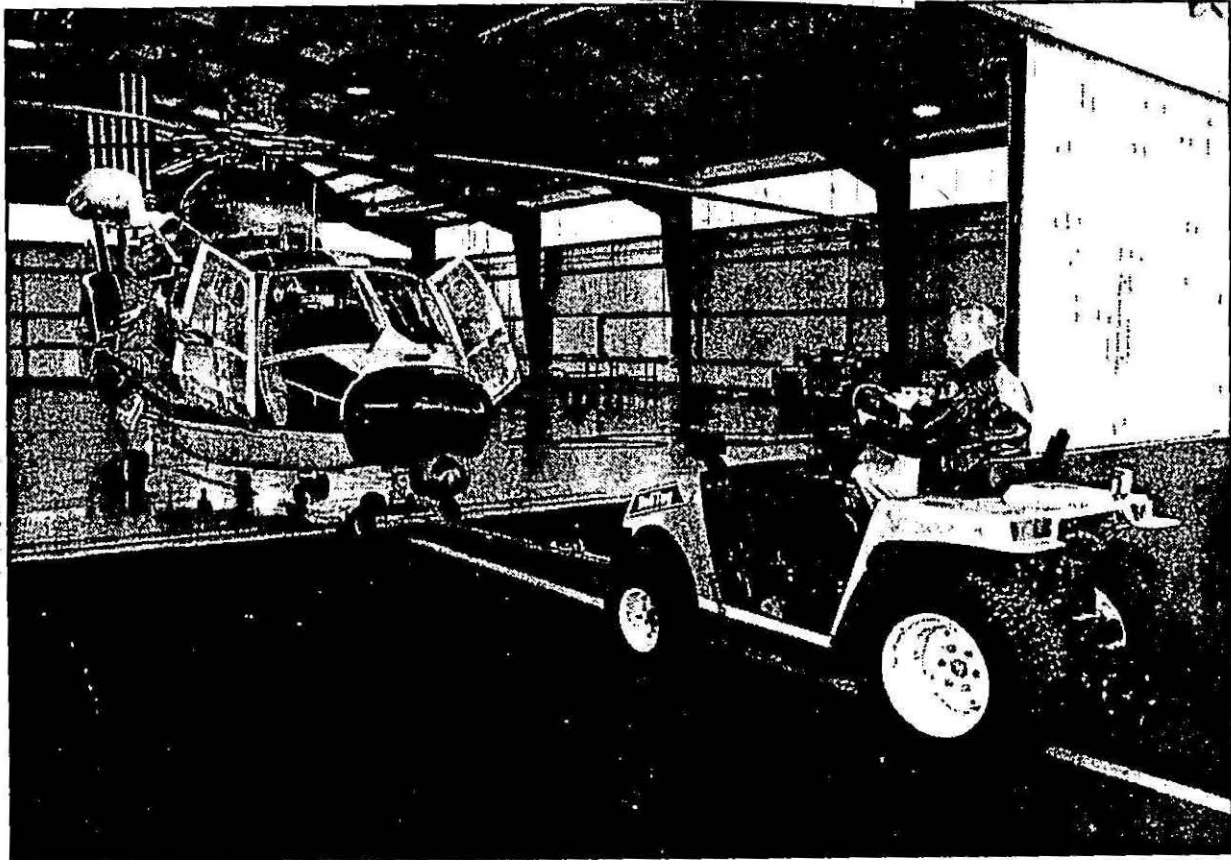
"We used to call it swoop and scoop," he said. "I remember when were on the old Hueys used in Vietnam. I had a little green Craftsman toolbox with some dressings in it and that was it."

"We were very limited in what we could do," he said. "Now, we can at least prepare and stabilize the patient so that when we arrive at the hospital, he or she can be ready to go. It's making use of that 'golden hour,'" he said.

When there aren't any calls — no accidents, no raids, no search and rescues, no inter-hospital transports — one would think these guys just sit. But, they do more than fly helicopters and stabilize victims.

"We mop the hangar, or we vacuum and dust the office," said Russell. "There's still work that needs to be done, and why shouldn't we do it? It keeps us occupied."

"You can get bored really quick, especially on an overnight shift," Russell said. "But, once



Times Photo by Autumn Winterbottom

Maryland State Police Trooper and paramedic Lee Fitzgerald pulls the Medevac unit out of its hangar at the Salisbury-Wicomico County Regional Airport as pilot Terry Mulligan prepares for liftoff.

everything is done, we can pretty much do what we want. I might read or watch a little TV. That way, I'm keeping myself busy," he said.

Besides the simple house chores — which, by the way, save tax dollars since outside help isn't brought in to do windows or floors — the one

pilot and one paramedic on duty at all times conduct maintenance checks on the aircraft and all its equipment.

For the first hour of every eight-hour shift, the pilot goes over his systems with very fine detail making sure everything falls within normal parameters.

The hull of the \$4.5 million,

state-of-the-art chopper is checked and rechecked for anything out of the ordinary. The on-duty paramedic makes sure everything he needs for any operation is on-board and ready to go.

"We make sure everything is in order so that when a call comes in, we can be up and

Carroll Co. Times  
Westminster, Md.  
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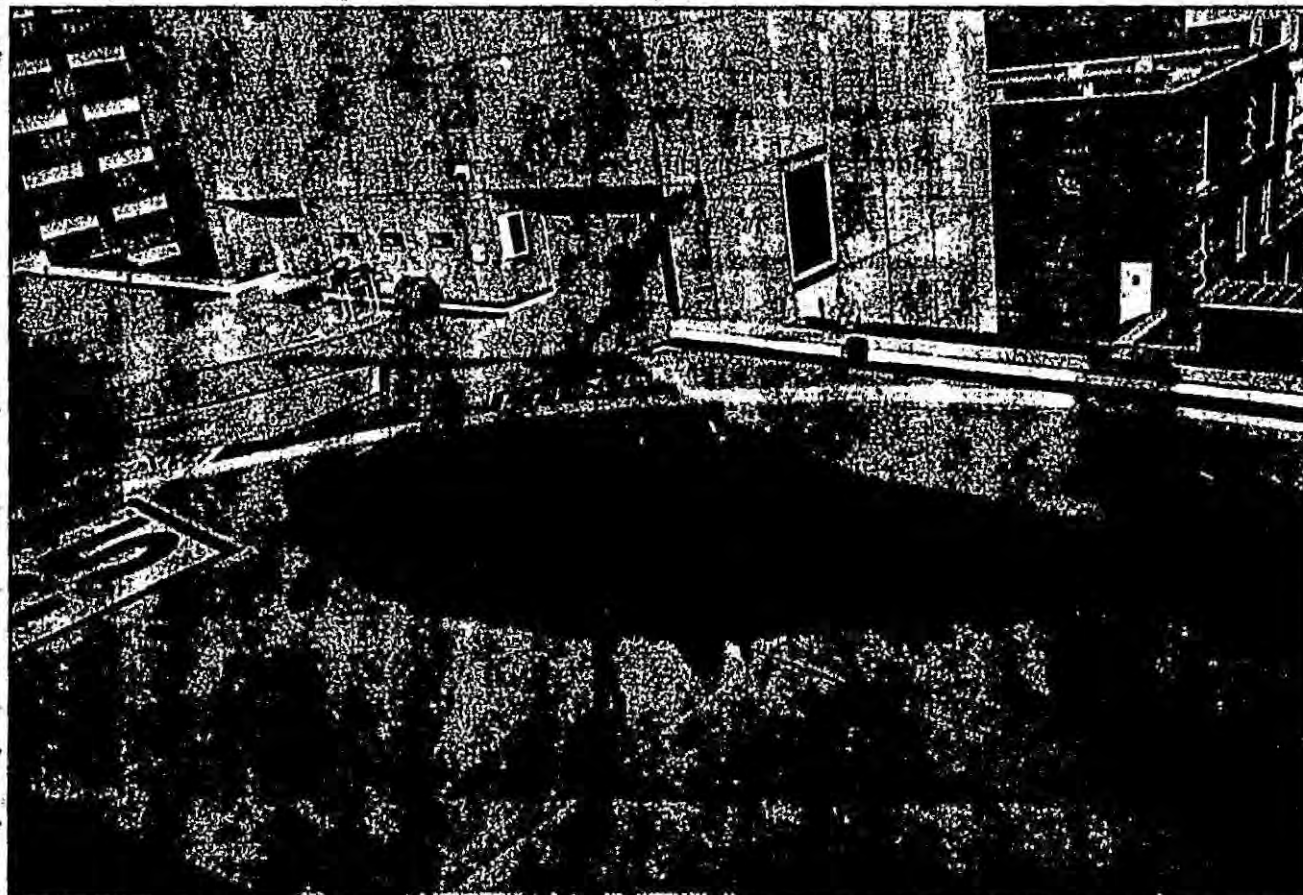
# A Day With Trooper

# 3



The Maryland State Police Aviation Unit stands watch over the state 24 hours a day, seven days a week. Trooper 3, stationed in Frederick, is the first helicopter called to Carroll County when an emergency warrants. If it's unavailable, one of the other 10 Dauphin helicopters located across the state respond. The Aviation Division is in its 25th year serving three functions; law enforcement, search and rescue, and medevac. In its role as medevac, the chopper transports the injured in a matter of minutes to trauma or burn centers in Washington D.C. or in Baltimore. It can mean the difference between life or death. The helicopters are staffed by civilian and Maryland State Police personnel.

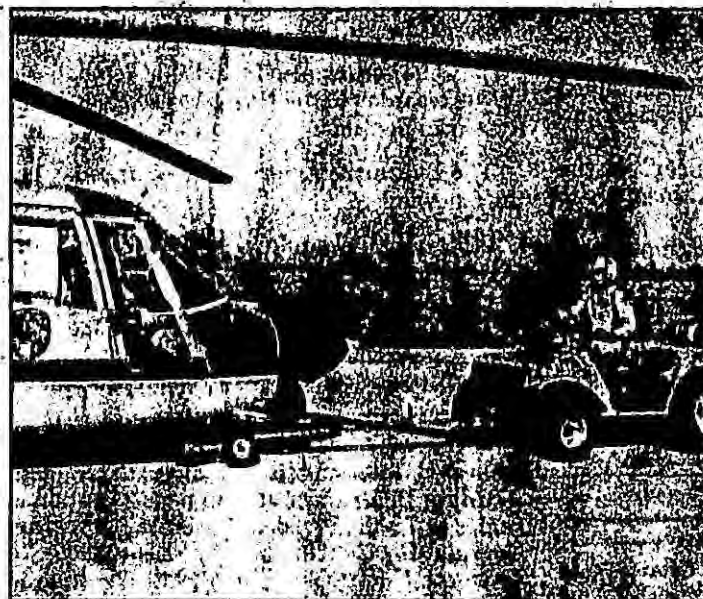
As Trooper Mark Gibbons leans over a patient being flown from Taneytown to Baltimore, he gets one of his greatest rewards when the patient says, "Thank you."



**The shadow of Trooper 3, a Dauphin helicopter operated by the Maryland State Police out of Frederick, is cast upon the roof of The University of Maryland Shock Trauma Center in Baltimore, a frequent stop for the medevac helicopter.**



**Harold C. Delauter, a civilian pilot with the MSP Aviation Division, straps his helmet down before takeoff.**



**Tfc. Gibbons tows the Dauphin from its hangar.**



**Tfc. Mark Gibbons points out special features of the helicopter to visitors at the MSP hangar in Frederick.**

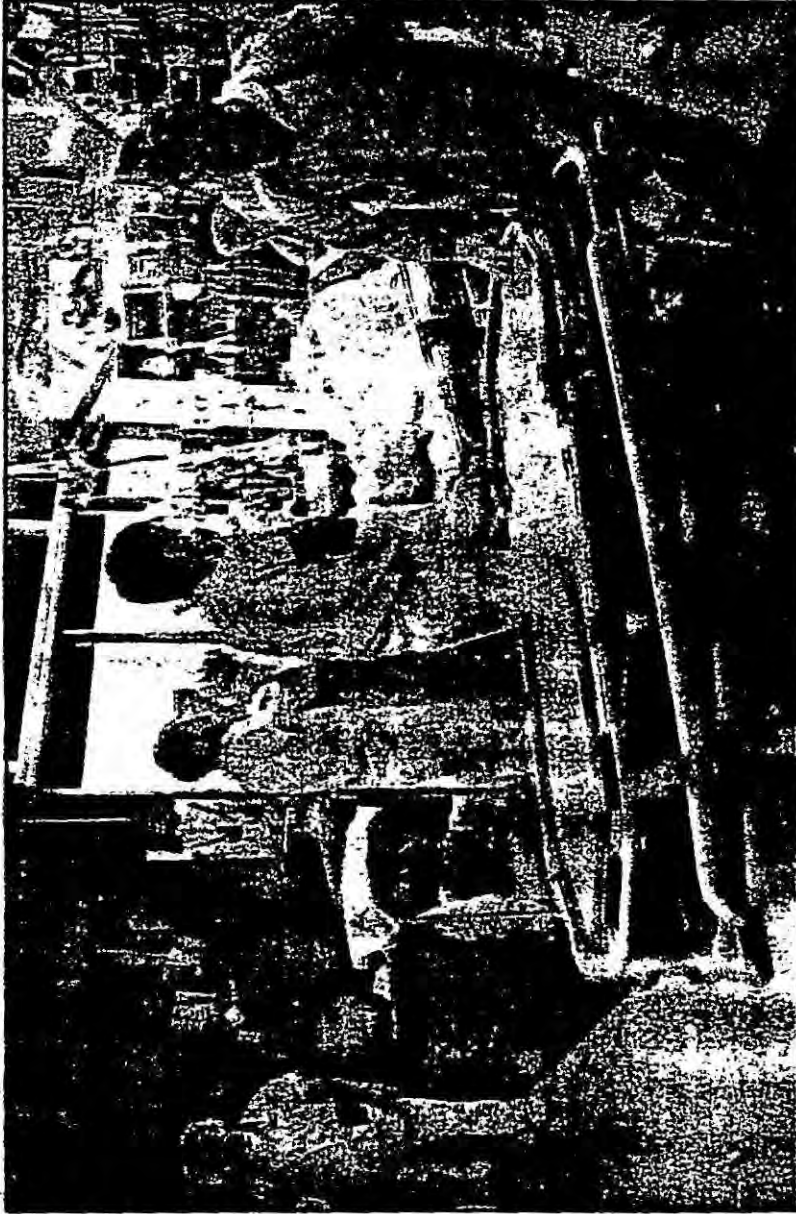
**Photos by Stephen Cherry**



On the ground, pilot Harold Delauter waits. This time, the helicopter got to the scene before the patient was prepared for transport.



The controls of the Dauphin helicopter.



After delivering a patient to shock trauma, Tfc. Gibbons removes a gurney and returns to the heliport on the roof for the flight back to Frederick.

# Dauphin 'copter dedicated for MedEvac duty

by Gibson Anthony

The words of the day were "thank you" and "cooperation" at dedication ceremonies for the new Dauphin II MedEvac helicopter stationed at Centreville.

The words were echoed by state and county officials who attended last week's dedication, among them Governor William Donald Schaefer in a farewell appearance on the Eastern Shore.

The Dauphin II, known as Trooper 11 to State Police, will serve the Upper Eastern Shore.

It replaces the aging Bell Jet Ranger helicopter, a smaller and less sophisticated aircraft that has served the area for almost 10 years. Unlike the Dauphin, the Jet Ranger can fly neither in bad weather nor in darkness.

According to officials, the Dauphin II brings emergency medical service for the Upper Eastern Shore up to par with any system in the country.

"Our state is now at the forefront of emergency medical service in the country," said Donald DeVries, chairman of the Maryland Emergency Medical Services Board, as he addressed the group of about 200 people

attending the ceremony.

Almost every speaker at the dedication gave thanks to Schaefer for helping bring the helicopter to the Upper Shore.

Schaefer, in one of his last public appearances as governor on this side of the Bay, took the opportunity to warn Eastern Shore residents and legislators against separating themselves from the rest of the state.

"You can't separate yourselves from the rest of the state," said Schaefer. "If I had listened to some of your legislators who said, 'I don't like your proposals and I will vote against all of them,' then maybe you wouldn't have gotten your helicopter either."

He asked that the public, and the media in particular, focus more on positive happenings such as the new helicopter.

"Maybe someone will listen to the words of thank you here today and think about what a great country this is," said Schaefer.

Cooperation also was pledged by the state and county leaders who spoke.

DEC 7 1994

## Schaefer dedicates Dauphin, regrets conflict with Shore voters

By DANA CARN-BOWSER  
Staff Writer

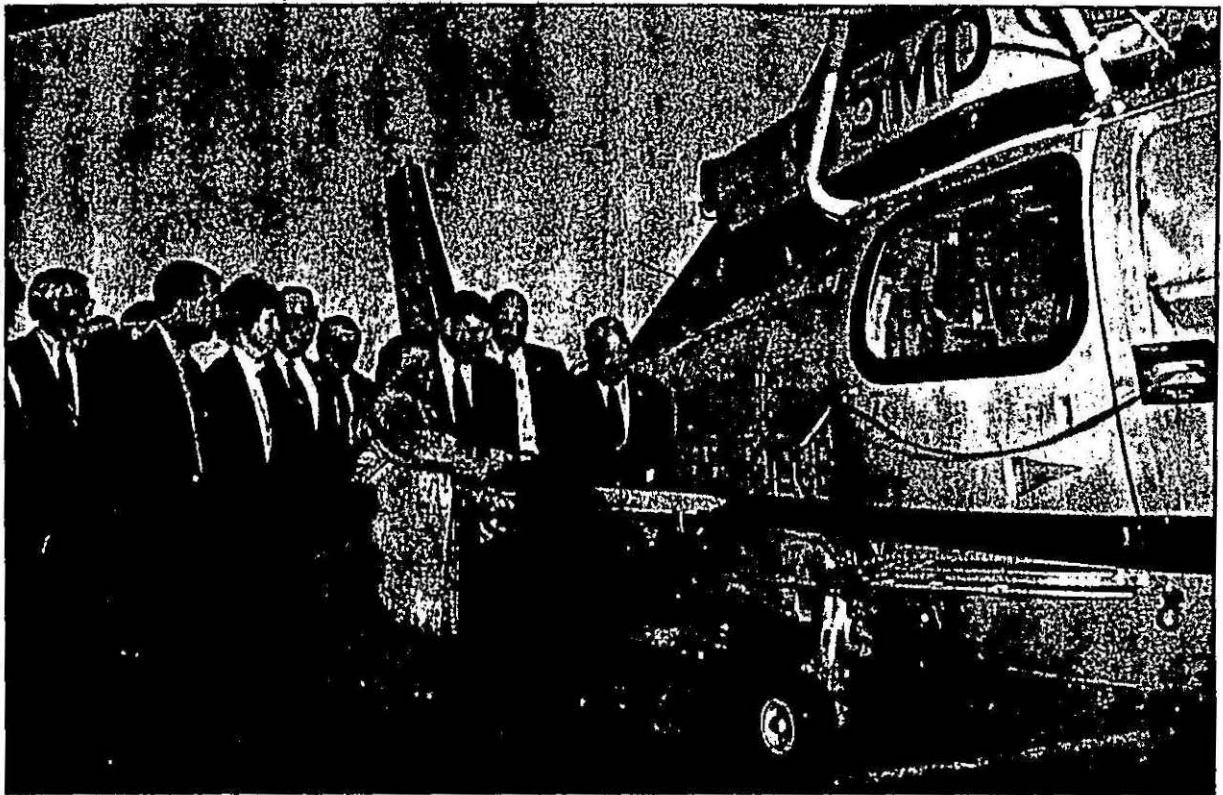
CENTREVILLE — Gov. William Donald Schaefer lamented old slights, called for state unity, and requested Eastern Shore support for his successor Thursday as he dedicated a new MedEvac helicopter and its hangar here.

Saying this speech would be his last on the Shore in his capacity as governor, Schaefer reflected on the slights he believes he suffered from Eastern Shore residents in the last four years.

"I'm reluctant to say this because my words have been slammed in my face when I made an unfortunate remark that was made as a joke," he said. "It hurt me so much."

The governor was referring to the furor over his calling the Eastern Shore an outhouse shortly after he won a second term in Annapolis.

Trooper 6, a Dauphin helicopter used for medical emergencies and police work, was commissioned on Thursday by state and local dignitaries. Ethel A. Murray, delegate from District 35B-Cecil, and a member of the EMS advisory council, cuts the ceremonial ribbon with the help of Col. Larry Tolliver, superintendent of the Maryland State Police; William V. Riggs, president of the Queen Anne's County Commission and Talbot County Councilman Andrew Anderson. To Murray's left are county officials from Queen Anne's, Caroline, Cecil, Kent and Talbot.



Schaefer remembered a woman walking up to him when he and his cabinet were in a Fent Island donut shop and saying "we don't want your kind on

our island," he said.

"If the man who owned the place could have thrown a bucket of cold water in my face, it

wouldn't have hurt more," said Schaefer.

The governor also told the crowd yesterday, "If I had listened to some of your legislators who said, 'I don't like your proposals and will vote against all of them, you wouldn't have gotten your helicopter either.'"

But many Upper Shore residents were angry because they believed that a Schaefer peeved at getting less Shore voter support than expected in the 1990 election withheld support for a new helicopter for this area.

The Upper Shore was the state's last region to get the newer aircraft. Southern Maryland received a new Dauphin helicopter in September.

But these two regions of the state and their legislative delegations waged a long battle to win a promise from Schaefer for upgrading MedEvac capabilities.

Taking the role of the elder statesman yesterday, Schaefer advised that Maryland's different regions must work together or things cannot be accomplished.

"You can't separate yourself. If you did you couldn't do this. You couldn't afford the helicopter," he said before presenting a \$4.2-million check to David O. Smith, president of American Eurocopter Corp., which built the Dauphin helicopter.

The outgoing governor also advised Upper Shore citizens to support his successor, Parris Glendening, who did not carry the Shore in the Nov. 8 election.

"Don't automatically vote against the new governor because he wants to spend a few dollars... see how it will affect us," he advised.

Please see DAUPHIN, p.5A

# Dauphin

Schaefer also talked about what an honor it has been to serve two terms as governor of Maryland, saying "today was one of the great days."

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"Eight years almost exactly to this time, we originally built and dedicated this hangar...we hope it will serve us for a very long time," said William V. Riggs III, president of the Queen Anne's County Commission.

"We hope that none of us will have to use this magnificent machine...we simply want to say thank you, Governor, for understanding that need and bringing it

to fruition during your term," said Margaret Myers, president of the Caroline County Commission.

The state has lost six Maryland State Police pilots in helicopter accidents since the emergency missions began in 1970, Tolliver said. The accidents were attributed to ill-equipped helicopters flying in unsuitable conditions.

Schaefer recalled one of them.

"One helicopter crashed in a hill near my house," Schaefer recalled. "I climbed up that hill and saw the bodies still in there."

Schaefer commended everyone for pitching in and getting the helicopter to the Upper Shore.

"The Eastern Shore was not included in the original need but you wanted it here and that was rightly so," he said.

"This was a team effort," agreed Maryland Comptroller

## from front page

Louis L. Goldstein. "When people work together, regardless of race, creed, or politics, you can get the job done."

After pushing for the new helicopter for years, Queen Anne's, Kent, Talbot, Caroline and Cecil counties also invested \$15,000 each for renovation of the hangar that will house the new helicopter. They had also contributed to the first hangar built at Centreville in 1966. It housed a Bell

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Among other dignitaries attending Thursday's ceremony were Rep. Wayne T. Gilchrest (R-Md-1st), Del. Ron Guns (D-36th-Cecil), Del. Michael Newnam (D-36th-Kent), newly elected Del. Wheeler Baker (D-36th-Queen Anne's), and Del. Ethel Murray of the 35th District, and other members of the county commissions and council of Caroline, Queen Anne's, Kent, Cecil and Talbot counties.

DEC 7 1994



photo by Roxanne Doster Watts

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## Schaefer dedicates new MedEvac helicopter for the Upper Shore

By DANA CARN-BOWSER  
Staff Writer

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Please see MEDEVAC, p.8

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# MedEvac helicopter dedicated

By DANA CARN-BOWSER  
Special from The Star-Democrat

Dorchester Star  
Cambridge, Md.

DEC 9 1994

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Photo by Chris Tyree

This new MedEvac helicopter and its hangar were dedicated last week in Centreville by Gov. William Donald Schaefer. The governor will be traveling to Cambridge Friday to break ground for the visitors center at Sailwinds Park.

## helicopter

From Page 1A

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The Avenue  
Baltimore, Md.  
Cir: 37,000

NOV 23 1994

## Shock Trauma urges you to buckle up

Trauma surgeons and nurses at the University of Maryland Shock Trauma Center are delivering a pre-holiday highway safety message to motorists who plan to travel on Maryland highways during the long Thanksgiving holiday weekend. The message, which encourages motorists to buckle up, also warns of the risk of serious injuries or death for those who fail to wear their safety belts.

"The message is simple; we want everyone to arrive home for the holidays," said Philip R. Militello, MD, Deputy Director, Shock Trauma Medical Services. "The use of safety belts and child safety seats may help determine who will make it home for the holidays and who will not," Dr. Militello added.

The long Thanksgiving holiday weekend is considered the most heavily traveled weekend of the year. The National Safety Council has officially designated

the holiday weekend beginning at 6 p.m. on Wednesday, Nov. 23, and concluding at midnight, Sunday, Nov. 27. Last year, four people died on Maryland highways during the holiday period. "Last year, the Maryland State Police Aviation Division transported 30 patients during the holiday weekend," said Major Johnny Hughes, Commander of the Division. "Many of these flights could have been avoided if motorists would have buckled up," added Major Hughes. The Maryland State Police Aviation Division has flown more than 59,600 Medevac flights since 1970.

The University of Maryland Shock Trauma Center is also reminding motorists that the safety belt is the best protection against drunk drivers.

For more information, please contact the Office of Public Affairs, (410) 328-3697.

Daily Banner  
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## Day kicks off Drunk & Drugged Driving Month

BALTIMORE — "Take a Stand! Friends Don't Let Friends Drive Drunk" is the theme for this December's National Drunk and Drugged Driving (3D) Prevention Month. The Maryland Emergency Medical Services (EMS), the Maryland State Police, and the Maryland Department of Transportation's State Highway Administration join a coalition of organizations, including Mothers Against Drunk Driving (MADD) and Students Against Driving Drunk (SADD), in kicking off the 3D Month campaign with Red-Out Day to be observed Dec. 1.

Residents of Maryland, Delaware, District of Columbia, Pennsylvania, Virginia and West Virginia are encouraged to wear red articles of clothing on Dec. 1 as part of the campaign. Tying in with red ribbon campaigns from MADD and NHTSA, Red-Out Day is designed to focus public attention on safe and sober driving during the heavy traffic holiday season.

From STAFF AND WIRE REPORTS

Perry Hall Avenue  
Baltimore, MD.  
Cir: 18,000  
NOV 30 1994

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Following the same strategy as the highly successful Smoke-Out Day, Red-Out Day will be observed in Maryland, Delaware, District of Columbia, Pennsylvania, Virginia, and West Virginia. These states comprise the National Highway Traffic Safety Administration (NHTSA) Region III, which is sponsoring Red-Out Day.

Residents in the six states are encouraged to wear red articles of clothing on Dec. 1 as part of the campaign. Tying in with red ribbon campaigns from MADD and NHTSA, Red-Out Day is designed to focus public attention on safe and sober driving during the heavy traffic holiday season. The significance of the color is twofold: (1) to stop red ambulance and police cruiser lights from flashing in response to motor vehicle crashes by alcohol and/or drug-impaired drivers and (2) to stop the blood flowing from victims of car crashes involving impaired drivers.

"Maryland EMS is taking part in this nationwide effort to emphasize the consequences of impaired driving" said Dr. Robert Bass, Maryland State EMS Director. "Our goal is to reduce the number of alcohol-related crashes which will reduce the thousands of senseless deaths and devastating injuries each year."

A decade of combined efforts by EMS, the state police, the Department of Transportation, the media, and many public and private organizations and volunteers has demonstrated that prevention works to reduce impaired driving. In 1993, 17,461 Americans died in crashes involving drivers and pedestrians impaired by alcohol and other drugs. This is the lowest figure in 30 years, but it is still unacceptably high.

"Building and maintaining our road-

way system to the highest safety standards is our top priority," said State Highway Administrator Hal Kassoff. "But it is also critical that we continue to develop partnerships and educate the public to the dangers of drunk and drugged driving to further ensure the safety of motorists traveling in Maryland."

The "Take a Stand" campaign promotes recognition of alcohol impairment at any level of blood alcohol concentration (BAC), urges communities to support reduced legal BAC limits of .08 for drivers 21 and over, and zero tolerance and use-lose laws for younger drivers. The campaign also asks community leaders to create safer and healthier norms regarding drinking and to provide balanced information about the health and safety consequences of alcohol use for youth.

"I want to assure Marylanders and those visiting our state that the Maryland State Police will be making every effort to ensure the highest possible level of traffic safety on our roads during the holiday season," said State Police Superintendent Colonel Larry W. Tolliver. "I urge everyone to make traffic safety their priority when they travel. This means refraining from combining alcohol and driving, obeying the speed limit and always buckling up."

In your community, "Take a Stand! Friends Don't Let Friends Drive Drunk."

Aegis MDNR  
Bel air, Md.

NOV 30 1994

## Thursday is made the target for fighting impaired driving

Several organizations and state agencies want to make Dec. 1 a red letter day in efforts to stop those who drive while under the influence of drugs or alcohol.

December is National Drunk and Drugged Driving (3D) Prevention Month and the state police, the state Department of Transportation, Maryland Emergency Medical Services, and a coalition of organizations including Mothers Against Drunk Driving and Students Against Driving Drunk are asking people to wear a red item of clothing Thursday to kick off

the 3D campaign.

Red-Out Day will be observed in Region III of the National Highway Traffic Safety Administration, which includes Maryland, Delaware, Virginia, West Virginia, Pennsylvania, and the District of Columbia.

The choice of red is to signify the campaign to stop the red lights of police and emergency vehicles responding to drug and/or alcohol related car accidents and to stanch the blood flowing the victims of accidents involving impaired drivers.

Star-Democrat

Easton, Md.

Cir: 18,000

DEC 01 1994

## Red-Out Day begins campaign

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Photo by Ken Garber

The wreckage and sign which sit on the front lawn of Crossland High School, are reminders of what can be the result of driving while under the influence of drugs or alcohol.

## Red-Out Day

# Attempting To Raise Public Awareness

By Ken Garber  
The Enquirer-Gazette Staff

In an attempt to revive public awareness about the dangers associated with driving while under the influence of drugs or alcohol, December 1 is being recognized as Red-Out Day.

The first of its kind, Red-Out Day kicks off a month-long campaign by the Maryland Emergency Medical Services

(EMS), the Maryland State Police and the Maryland Department of Transportation's State Highway Administration (SHA).

The hope is that the campaign will promote the downward trend of Americans who die in accidents due to drivers and pedestrians impaired by alcohol and drugs. The 17,461 casualties during 1993 was the lowest figure in 30 years.

Of those casualties, 265 died

on Maryland roads, according to the 1993 report given by the Medical Examiners Office.

According to officials for EMS, the drop is a result of the combined efforts of state agencies, private organizations and the public over the last decade to make citizens aware of the dangers.

The theme for the campaign is "Take a Stand! Friends Don't Let Friends Drive Drunk."

See Red-Out Day, Page A-9

From Page A-1

Red-Out Day was designed in the manner of Smoke-Out Day, which asks citizens for one day, to stop doing something that could harm themselves as well as innocent bystanders.

During Red-Out day, people are encouraged to wear articles of red clothing. The red color has a two-fold purpose: it symbolizes the red emergency lights which flash on ambulances and police cars that respond to accidents caused by impaired drivers, and it reminds those of the blood of victims who suffer from related injuries.

"Building and maintaining our roadway system to the highest safety standards is our top priority," said Hal Kassoff, administrator for SHA. "But it is critical that we continue to develop partnerships and educate the public to the dangers of drunk and drugged driving to further ensure the safety of motorists traveling in Maryland.

According to Andy Trohanis, spokesperson for EMS, the tragedy is not only in the deaths that impaired drivers cause, but the amount of money lost due to the crashes.

Approximately \$5 billion nationally is spent on health care which results from alcohol related accidents, said Trohanis.

Other related issues which the Maryland Department of Transportation hopes to push during the campaign include gaining support to get the blood alcohol concentration (BAC) limits lowered and the passage of "use-lose" laws.

Maryland's current BAC limit is 1.0. Jennifer Higley, acting chief of the safety program section for SHA, said the goal is to have the limit set at .08, which would still allow a 160 pound male to have four beers in one hour and still drive legally.

The use-lose laws would affect drivers under the age of 21 having a BAC of .02. Higley said drivers in violation would have their license revoked on the spot.

Other states involved in observing Red-Out Day are Delaware, Virginia, Pennsylvania, West Virginia and the District of Columbia. They are a part of Region III of the National Highway Traffic Safety Administration.

Flightline  
Andrews AFB, Md.

DEC. 2 1994

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By Ken Garber

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Perry Hall Avenue  
Baltimore, Md.

OCT 19 1994

## Halloween safety tips noted

As Halloween approaches, many parents are shopping for costumes and planning holiday activities for their children. But common sense and injury prevention also need to be part of all Halloween preparations.

According to J. Alex Haller, MD, associates EMS medical director for children's programs at the Maryland Institute for Emergency Medical Services Systems (MIEMSS), "each year, regardless of season or holiday, one in four children will be seriously injured enough to require medical attention. It is estimated that 90% of these injuries are preventable."

The risk for injuries from falls, burns, and motor vehicle crashes increases on Halloween. In light of this Cynthia Wright-Johnson, pediatric nurse coordinator at MIEMSS, urges parents to choose costumes that are short enough so the child will not trip; have bright colors or reflective tape that are easily seen; are made from flame-retardant fabrics; have correctly fitting shoes; and have hats, wigs, or scarfs that do not hinder the child's vision.

Only flexible props (for example, rubber sword) should be carried. In addition, parents should consider face make-up instead of a mask so the child's vision is not obstructed. To avoid the difficulty of seeing at dusk or at night, trick-or-treaters should carry flashlights, never candles. In fact, parents might consider putting flashlights rather than candles in

pumpkins.

Traffic presents special problems to trick-or-treaters. Ms. Wright-Johnson reminds parents that young children are unable to judge the speed of an oncoming car or bicycle; think they are safe in a crosswalk or when they have a green light; and often believe a motorist can stop instantly upon seeing them. Children should be cautioned to cross the street only at the corner and to never walk between parked cars. Motorists should be particularly careful, use their headlights early in the evening, and have children enter and exit the car on the curb side.

Those receiving trick-or-treaters should also be conscious of injury prevention, making sure their homes are well lit and all sidewalks, steps, and curbs are cleared of leaves and obstacles.

Safety is increased if children trick or treat with an adult, in groups, and on streets they know. Children should be warned not to go alone into the homes of strangers or to eat any treats until an adult has checked them. As an alternative to trick-or-treating, some communities organize Halloween parties. "Treaters" can give coupons, trading cards, and toys to children instead of candy.

Making injury prevention a top priority during Halloween preparations will help ensure a fun-filled holiday.

10. 2 A & X

The Avenue  
Baltimore, Md.

Enterprise  
Baltimore, Md.

OCT 27 1994

OCT 26 1994

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Times  
Baltimore, Md.

OCT 21 1984

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## DEMS reports services

Dorchester Emergency Medical Services Inc., Cambridge's community ambulance service, answered 121 calls in the month of September. A total of 107 patients were transported to the hospital with 59 percent of these patients requiring advanced life support treatment; 45 percent of Dorchester EMS's calls were received in the daytime hours between 6 a.m. and 6 p.m.

Dorchester EMS's volunteers donated 759 hours in service time to the community. Dorchester EMS responded to assist Rescue Fire Co. on three fire calls and assisted other county ambulance companies on 14 occasions.

Dorchester EMS participated in seven community service activities during the month including various church functions, blood pressure screenings, and standing by at high school sports events; 89 volunteer hours were spent on these activities.

DEMS answered 134 ambulance calls in the month of August, making it one of the busiest months in the summer.

A total of 76 patients were transported to the hospital with 82 percent of these patients requiring advanced life support treatment; 62 percent of Dorchester EMS calls were received in the daytime hours between 6 a.m. and 6 p.m.

# Citizens need help in emergencies

## Harford County emergency operations

As we again approach National Fire Prevention Week across our county, this is one of the few times during the year that people take time to seriously look at their local emergency service providers.

In Harford County, citizens are served by 12 totally volunteer fire and emergency medical organizations that work 24 hours a day without compensation.

In the past few years, almost every jurisdiction within the state has been forced to supplement at least the emergency medical side with career personnel.

Harford County is the only metropolitan area where both fire and EMS provision is still done on a "true" volunteer basis.

Growth and development within the county continues at an active pace and so do the challenges for emergency service providers. Ever changing requirements in training, equipment and fire fighter safety do not allow for complacency, even in the volunteer ranks. Fire fighters and emergency medical service providers from this county complete the same classes and gain the same levels of certification as career personnel from other jurisdictions.

While serving as volunteers, and not being paid for the services they provide, the fire service in Harford County is certainly a professional service.

In order to continue to provide the exceptional services now offered to county citizens certain needs must be met. The costs of running an emergency service organization are astronomical.

County government provides a good base contribution toward some operational expenses, but citizen and business support remains vital.

Retention of active fire and EMS personnel is also an important part of being able to remain all volunteer. During this week of heightened awareness, it is important for everyone to look at ways they can support their local response agencies.

## Volunteer Focus

New personnel are always a strong need in emergency response. For those who have no desire to be a fire fighter or ride an ambulance, there are always administrative duties or financial contributions.

In today's diverse society, emergency services is one of the few work groups that can usually find a place for everyone who is willing to contribute.

The fire and emergency medical service providers for Harford County continue to work hard to continue supplying citizens with a top notch standard of response.

As growth continues within this area, so do the overall number of emergencies that must be answered. In 1993, the volunteer fire and EMS providers responded to a total of 12,598 emergency medical calls and 5,795 fire, rescue and hazardous material incidents.

So far in 1994 (through August), these totals have shown a steady increase. Through the first eight months, there have been 8,856 emergency medical responses and 4,596 fire, rescue and haz mat calls. It does not take much computation to figure that responses are steadily increasing.

Through Oct. 4, the communications center had already handled 12,495 fire and EMS dispatches. As the total number of incidents increase, so does the demand on time donated by the county volunteers.

In 1993, a total of five companies responded to over 1,300 EMS emergencies and four others responded to over 500 EMS calls. Again, this is with an all volunteer force staffing the apparatus.

In time of crisis, the personnel of all 12 county emergency service organizations will be at your service.

Those providing these key services say that their goal is to provide prompt, professional volunteer fire and EMS response to all citizens. They point out that the all volunteer group that offers fire and EMS protection to county citizens continues to be the best tax dollar value available.

County residents are asked to visit their area fire/EMS companies and learn more about the highly professional volunteer services they receive.

### Other volunteer opportunities

**American Heart Association** — The American Heart Association is seeking individuals or civic groups to distribute nutrition information in local grocery stores the end of October. Call 893-3858.

**Fallston General Hospital** — A feeling of accomplishment and the joy of helping others are just two of the benefits of being a volunteer. Students who are at least 14 are eligible for the junior volunteer program. Individuals 18 and older are part of the senior volunteer program. If you have four hours a week of time to donate, call 877-3700/879-0500, ext. 3212.

**East Harford County FISH** — Phone and food delivery people are needed. Phone people call the answering service to get messages, then call the clients from their homes to see what is needed. After going to the food closet, it is then delivered to the hungry families. Call 939-5753.

1994

# State of emergency: Firefighters fight corporations for EMS

By MARK FRITZ  
AP National Writer

Sure, firefighters still want to get your cat out of the tree. But they'd much rather check your blood sugar, vaccinate your kids, take you to the hospital and — best of all — send you the bill.

In the past two years, dozens of fire departments nationwide have tried to grab a piece of the ambulance and paramedic business before it is devoured by a merger-crazed health care industry.

For the firefighters, it's a matter of necessity. Thanks to more than two decades of wildly successful fire prevention programs, firefighters spend less time fighting fires and much more trying to keep city councils from slashing their budgets.

Since 1992, four monolithic corporations have emerged from the ether of investment capital, swallowed 75 of the nation's biggest local ambulance companies in 33 states and positioned themselves as cheaper alternatives to public paramedics.

At least once a week, one of these behemoths buys a local ambulance company. In two years, they have taken control of one quarter of what analysts conservatively estimate to be a \$4 billion business.

The private sector, once dominated by moonlighting morticians who slapped flashing red lights on their hearses, now uses satellites to position its ambulances, Wall Street to bankroll its acquisitions and courts and local governments to fight bruising turf battles with a firefighting lobby trying desperately to preserve its place in American culture — not to mention city budgets.

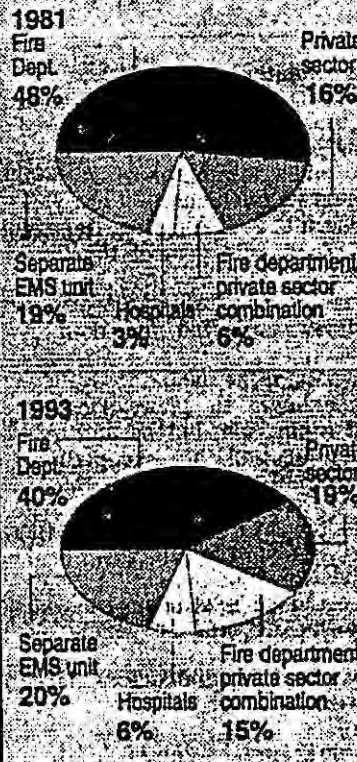
"Fire departments nationwide have made it clear the only way they're going to remain in operation is if they go into the ambulance business," said Dan Smiley, chief deputy director of California's Emergency Medical Services Authority.

"This is survival for both sides, public and private," Smiley said. "Only one can get the call, and both want it."

## Handling Emergency Medical Services



A look at how ownership has shifted in the past 12 years in the nation's 100 most populous cities:



Source: Journal of Emergency Medical Services

What they want most is the Medicaid, Medicare and private health insurance reimbursements for a trip to the hospital. Both also want to expand into EMS' logical extension: using those well-equipped vehicles to deliver non-emergency care for profit.

"You're going to see a lot of change in EMS. You're going to see them provide more diabetes screening, medication delivery for the elderly, vaccinations," said Dr. Scott Zietlow, medical transportation chief for the Mayo Clinic.

A new nationwide effort by the firefighters to seize EMS from

private ambulance companies is being encouraged by national lobby groups who fear the private ambulance industry is getting too big, too powerful and, most of all, too efficient to withstand.

"What rang our bell is there seemed to be a concerted effort by several large EMS companies in this country to dominate the industry," said Doug Brown, top lobbyist for the International Association of Fire Chiefs.

"If they can knock away EMS from the fire service, they will knock away the fire department."

A brief tour of the battlefield:

—Private ambulance companies have gone to court in at least eight California communities in the past two years seeking to stop the local fire department from taking over the paramedic business.

—Last month, Boca Raton, Fla., fired its private ambulance company so the fire department could get the insurance reimbursements.

—Firefighters are livid in Louisiana, where a regional ambulance company is advertising a "311" emergency service to compete with the publicly staffed 911.

—In Fresno, Calif., last July, the city decided its public paramedics were superfluous to the private sector and eliminated their budget.

—Ambulance giant American Medical Response Inc. earlier this year tried to buy the ambulance company serving Rochester, Minn., home of the Mayo Clinic. Mortified Mayo, worried about losing its local ambulance provider to a giant national firm, stepped in and matched the bid.

—In March, Portland, Ore., narrowly rejected this year a measure to let firefighters handle ambulance service in life-threatening cases.

—In Albany, N.Y., the common council last month settled a feud by giving firefighters a cut of ambulance company insurance reimbursements.

Experts say it's unclear, yet doubtful, whether the tumult has caused any sharp rise in deaths. If anything, the competition has

## ***The whole trend toward regionalized health care has threatened to take EMS out of the hands of local communities.***

led to vast improvements in response times.

Still, EMS in general is a muddled mix of public, private, volunteer, hospital-based and hybrid systems that veer crazily in quality nationwide from the good to the bad to the extremely ugly.

"There is no uniformity in this country. In some places, you can dial 911 in New York state and get an ambulance that was illegal in Arkansas in 1973," said Jack Stout, who has designed private systems for Kansas City, Fort Worth, Texas, Tulsa, Okla., and the former Israeli-occupied West Bank.

"It's still far from decided whether EMS will be dominated by the health care industry or the public safety sector, but it's clear that the private side is creeping up on the guys in the red hats and galoshes."

Among the nation's 100 most-populous cities, the portion relying on the fire department for EMS has dropped from 48 percent in 1981 to 40 percent last year, according to the industry's *Journal of Emergency Medical Services*.

Cities relying solely on the private sector rose from 17 percent to 19 percent, and those using a combination of both went from 6 percent to 15 percent. The rest used volunteer services, hospital paramedics or a public agency unaffiliated with the fire department.

Firefighters now typically spend only about 20 percent of their time fighting fires, mainly because of better building construction, tougher codes and mandatory smoke detectors.

Civilian fire deaths fell from 6,015 in 1977 to 3,720 last year, the National Fire Protection Association says. Fire departments responded to 2.5 million fires in 1982; only 1.9 million last year.

"Fire Departments are waking up. They're saying 'Our future's

in EMS, or else we're going to get phased out,'" said Dr. Paul Pope, head of Houston's Emergency Medical Services.

Perhaps the most bitter case is in Sacramento, where firefighters won a lawsuit last year allowing them to compete with private ambulance companies. Now, the city is considering taking over the entire market.

Its main competitor, Boston-based American Medical Response, has filed a federal antitrust suit.

AMR chief executive officer Paul Verrochi, who previously helped consolidate national sanitation and environmental services companies before moving into ambulances two years ago, said he isn't trying to put firefighters out of work.

He said it's clear, however, that "firefighters are trying to expand their scope of business in order to protect their jobs."

"The position we take is we can co-exist with a fire department," he said. "Where we are having battles is where the firefighters say, 'Look, we want all the ambulance service.'"

With \$350 million in annual revenues and dominant stakes in 17 states, AMR is the biggest of the four national ambulance companies that have transformed the industry.

Two others formed within the past two years: Careline of Irvine, Calif., and MedTrans, a division of Laidlaw, a \$2 billion Ontario transportation company.

Rounding out the big four is Rural-Metro of Scottsdale, Ariz., a regional ambulance company that went national last year. It already runs the fire department in Scottsdale, the traditional firefighter's worst nightmare.

The merger mania in the ambulance business has coincided with the trend toward managed care in the health industry. The theory is that being big and

regional is more cost-effective than being small and local.

The belief that President Clinton would get universal health coverage — a concept tabled by Congress — also fueled the acquisition fever. Many EMS providers — normally stiffed on 25 percent of their bills — believed that meant the federal government would pick up ambulance bills.

The whole trend toward regionalized health care has threatened to take EMS out of the hands of local communities.

"Once the managed care providers get control of a region, they are going to force everyone to work together efficiently," said Tom Scott, director of the Emergency Care Information Center, a consultant group in Carlsbad, Calif. "They don't want to deal with several fire departments and ambulance companies."

The ambulance companies are devouring each other so quickly that the American Ambulance Association, the industry's private trade group, has lost count of the transactions.

"The modus operandi of these companies is to acquire and consolidate," said Lehman Brothers analyst Jeffrey Kessler in New York. "None of them is doing deals."

Though the big ambulance companies say they have no desire to put the fire departments out of the paramedic business, Fire Chiefs' Association lobbyist Brown doesn't buy it.

"I would say firefighters do about 25 percent of the medical transport nationwide. To ambulance companies, that's market share," he said.

Firefighters are clearly rattled. Like the cowboy and the cop, the firefighter is an American icon.

"Hey, we do rescue stuff," Brown said. "We get your cat out of the tree."

# EMS system provides network of quality care

CUMBERLAND — In the early 1970s the Allegany County Medical Society joined with other interested health care providers in Allegany and Garrett Counties to organize the Region I Emergency Medical Services Advisory Council. The Council worked closely with the Maryland Institute for Emergency Medical Services in developing a plan for the creation of an EMS system in both the region and the state.

Rapid changes occurred in the formative years of EMS. Dr. Gina Glick, working with a group of lay instructors, initiated the first Emergency Medical Technician training programs and it soon became the standard of care for the ambulance services. Other improvements to the system included: assistance in the development of rescue squads in southern and northern Garrett County, Frostburg, Lonaconing, Westport, and the city of Cumberland; encouragement for the establishment of county wide 911 systems; advancements from basic life support to advance life support; development of a resource hospital with consultation centers; the designation of an area-wide Trauma Center at Memorial Hospital and Medical Center of Cumberland, Inc.; encourage-

ment for the placement of a Medevac helicopter in the region; advancement to Emergency Medical Technician-Paramedic level care; and, continual system evaluation.

Physician involvement in these advancements was crucial. Drs. Gina Glick and Peter Halmos provided valuable leadership and training to ambulance service personnel, enabling them to advance to Cardiac Rescue Technicians. Later, Dr. F. W. Miltenberger, the Medical Society's representative to the EMS Council, pushed for 911 systems, not only in Allegany County but throughout the state. He also spearheaded the efforts for the placement of a trauma center and the medevac helicopter in the region. More recently, Drs. William Kellermeyer and W. Royce Hodges have been instrumental in providing training for paramedics in endotracheal intubation.

A key component of the region's EMS system is the area-wide Trauma Center at Memorial Hospital and Medical Center of Cumberland, Inc. The trauma team at the Center deserve special acknowledgment. Drs. Stasko and Arrisueno previously have been trauma surgeons. Drs. Adeshara, Miltenberger, Rock,

Shroeder and Snider are currently bearing the brunt of caring for a majority of the trauma victims. Sub-specialists are vital components of the trauma team. Drs. Cendo, Harshberger, Harvey, and Starynski provide coverage for orthopedic trauma. Drs. Ashker and Figueroa, neurosurgeons, have given outstanding support for the trauma program; the ophthalmologists and urologists, and the thoracic surgeon, Dr. Pillai, provide their expertise when needed; without the loyalty of the Anesthesiology and Emergency Departments, the trauma team concept would not be an actuality. Critical care of trauma patients in the ICU is largely provided by the pulmonology group, Drs. Raver, Sagin and Liebman.

Rehabilitation services are the final phase in the trauma program. Drs. Janjua, Ashker, and Figueroa supervise this area. Other sub-specialists who provide ancillary service expertise twenty-four hours a day are Drs. Cox, Miller, Light, Dwyer, Magal, and Pomeroy, who provide the interpretation of the radiologic procedures done at any hour of the day or night. Drs. Levitas in the past, and Nuber currently, volunteer their time to support Pediatric Emergency Care.

Additional physicians help make EMS a success. Those who serve as ambulance squad medical advisers give many volunteer hours to benefit the squads and help make the community a richer and better place to live. Current Region I EMS Squad Medical Directors are: Cresaptown, Jeffery Davis, M.D.; Cumberland, Mark Myers, M.D.; Ellerslie, Gregory Beyer, M.D.; Flintstone, William Kellermeyer, M.D.; Frostburg, Sandra Howard, M.D.; George's Creek, James Lewis, M.D.; LaVale, Michael Beck, M.D.; Northern Garrett County, James E. Beitzel, M.D.; Oldtown, Mark Myers, M.D.; Southern Garrett County, Mark M. Domenick, M.D.; Tri-Towns, Barbara Burkett, D.O.; Westvaco, Robert Bess, M.D.

The regional system continues to grow. One-hundred percent of its ambulances have achieved a pass rate in the Maryland Voluntary Ambulance Inspection Program. In addition, other improvements include: the development of pre-hospital instruction program for 911 dispatchers; increased involvement of fire services as first response units to critically injured patients; strategically located power extrication tools throughout the two-county region; and the

continual advancement in protocols and medications for advance life support. Many Allegany and Garrett County physicians volunteer their expertise to enhance these programs.

The result of these activities has been the development of a quality system of care, from the notification of an emergency, to rapid response and early intervention by trained pre-hospital care givers, rapid transport via a certified ambulance or medevac helicopter, and definitive care at a hospital emergency department of the area-wide Trauma Center.

EMS is dynamic. Changes continue in Maryland with the development of a new state EMS plan. The Allegany County Medical Society is closely involved in these developments with Dr. F. W. Miltenberger serving on the State Emergency Medical Services Advisory Council (SEMSAC). Also involved from Allegany County, is Lynn Workmeister, a member of SEMSAC's Core Planning Group.

The success of EMS has been the result of coordination and the consensus of many individuals and organizations, including members and representatives of the Allegany County Medical Society.

## Ayers Physical Therapy Agency

Carroll Co. Times  
Westminster, Md.  
Cir: M-S 21,903  
Sun. 22,509

MDNR

## Firefighter wary of effects of Sauerbrey's proposed cuts

### Editor:

I am a registered Republican, but I will not vote for Ellen Sauerbrey as governor of this state. I feel so strongly that she would have a negative impact on Maryland that I am writing a letter to the editor, something that I have done only once before in my life.

I enjoy the quality of life that Maryland offers. We have some of the best roads in the country. We enjoy some of the best schools in the country here and we are starting to make strides toward bringing the Chesapeake Bay back from decades of neglect and exploitation. All of this costs money.

Ellen Sauerbrey has promised a 24 percent tax cut if she is elected governor but she evidently does not feel that the citizens of Maryland are worthy of knowing what programs and services would be affected. What concerns me the most is that I feel that this tax cut will threaten the safety of every Marylander more than they, or possibly even Mrs. Sauerbrey herself, would ever suspect. I have been actively involved in the Fire and Rescue Services in this state since 1970, both as a volunteer firefighter and for the last 20 years, as a paid firefighter in a county located in the center of the Baltimore Washington Metropolitan area. All fire departments both paid and volunteer in Maryland rely on tax monies received from state tax revenues, as well as other sources in order to provide their vital services. Maryland has one of the best, most efficient statewide Emergency Medical Services Systems (EMSS) in the entire nation linking together hospitals, specialty referral centers, ambulances, and the safest and best fleet of MedEvac helicopters in any statewide systems — all reliant on state tax revenues. Sauerbrey's proposed cut could have a crippling effect on all of these lifesaving programs. A little over two years ago my department was hit with furloughs and cutbacks due to a decrease in revenues because of the recession. Even today fire and rescue units in my department are staffed each day with only two people. This is a level that barely allows us to ensure our own safety, let alone the safety of the people we serve.

It is comforting for me to know that now whenever my family travels in our state that they are protected by this excellent EMSS system. Our EMSS has been a model system and the envy of people in the business of saving lives nationwide.

Mark Richards  
Mt. Airy

# Fire company event is a chance to learn about safety

Fingerprinting, burning trailers, the "Jaws of Life." . . . No, this isn't an episode of "Rescue 911". It's the Glen Burnie Volunteer Fire Company open house from 1 p.m. to 5 p.m. Sunday at the station house, 9 Central Ave.

This annual event offers the community an opportunity to learn about various emergency and safety procedures and programs. Several agencies will be represented, including the Maryland Red Cross, the University of Maryland Shock Trauma Center, the county sheriff's department and the Maryland Fire and Rescue Institute.

Jim Franklin, coordinator of the event, promises some exciting moments, including a fire.

"The Maryland Fire and Rescue Institute is bringing a specially built sprinkler trailer," he said. "They'll start a fire in a trash can to show just how fast a fire can spread. People will be surprised to see it only takes about a minute to go from the trash can up the wall."

Other activities include demonstrations of fingerprinting by the sheriff's "posse," free blood pressure screening by volunteer firefighters and an auto extrication.

Children can meet and be photographed with Hector the Fire Clown, Sparky the Fire Dog and Vince and Larry the Crash Dummies.

Entries from the fire safety poster contest will be on display. The winners are Brittany Lilley, for ages 3 and younger; Lindsay Blindenman, ages 4 to 6; Crystal Beverly, ages 7 to 9, and Laura Rose, ages 10 to 14.

The Rev. John Kelly of the Church of the Good Shepherd will

say a Mass to honor the memory of those who have died at 10 a.m. Saturday in the mausoleum at Glen Haven Cemetery, 7215 Ritchie Highway.

The Mass is open to anyone who wishes to pay their respects.

For information, call the church office, 761-4607.

Holy Trinity Catholic Church will celebrate its 75th anniversary Nov. 12 and 13.

Church members have planned a dinner dance from 3 p.m. to 7 p.m. Nov. 13 at the Columbian Center, 335 N. Ritchie Highway. Enjoy an afternoon dancing to the music of the Bayside Big Band. Special guests will include priests, nuns and staff from past years.

Tickets are \$15 for adults, \$10 for senior citizens, \$7.50 for children ages 6 to 13. Children 5 and under are free. A discount price of \$50 is available for families of 2 adults and 3 or more children.

To order tickets send a check or money order to: Holy Trinity Parish Office, 126 Dorsey Road, Glen Burnie, MD 21061. Mail orders only.

Other activities include a photo retrospective to be displayed in the church hall. Celebration planners are looking for pictures of the "basement church," construction of the current church, meetings, processions, dinners and other events. They will be copied and returned.

The parish youth group will be selling 75th anniversary T-shirts and sweat shirts Nov. 5 and 6 after each Mass. Children's and adult sizes are available. Prices range from \$5 to \$15.

For additional information, call



## BONITA FORMWALT NEIGHBORS

the parish office, 766-5070.

With the start of the holiday season only weeks away, shoppers may want to stop by two area craft shows for gift and decorating ideas.

The American Legion Auxiliary Unit 40 is staging a craft fair from 10 a.m. to 3 p.m. Sunday at their Post home, Fifth Avenue and Post 40 Road. A limited number of spaces still are available. The cost is \$10 for a space, or \$15 for a space with a table. Information: 437-1099.

The annual Christmas Craft Show at the Church of the Good Shepherd is scheduled from 9 a.m. to 3 p.m. Sunday in the church hall, 1451 Furnace Avenue. Refreshments are available throughout the day.

For information, call Susan Kelly, 761-1878.

Spaces are available for artisans at Corkran Middle School's annual fair, 11 a.m. to 4 p.m. Nov. 20. The fee is \$20. Artisans must provide their own tables.

Information: Loreen Toler at 760-6384.

A meeting of the Old Mill Middle

School North band boosters is scheduled for 7:30 p.m. Thursday in the school band room. Topics on the agenda include a citrus fruit sale fund-raiser.

Students will be taking orders this month for oranges, grapefruits and combinations of the two.

Delivery is assured for the holidays.

For information call 766-3245.

Start your weekend with a pancake breakfast, 7:30 a.m. to 11:30 a.m. Saturday at Messiah United Methodist Church, 7401 Furnace Branch Road.

The menu includes pancakes, oven-browned potatoes, baked apples, sausage, orange juice, coffee and tea. Side orders of eggs will also be sold.

Tickets are \$3 for adults, \$1.50 for children ages 4 to 12. Children 3 and younger are free.

For information call Dora Turner 761-6638.

Students at Marley Middle School are invited to a dance from 3 p.m. to 4:30 p.m. Nov. 9 in the school cafeteria.

Tickets are \$2 each and will be sold to the students only during their lunch periods Monday, Tuesday and Wednesday.

Parent volunteers are welcome as guests of the PTA.

For information call the school office at 761-0934.

Anyone with information for the Glen Burnie Neighbors column can call Bonita Formwalt, 766-4549.

"These people here, Steve, you wouldn't believe it," Leona said. "They go out of their way. . . . I'm telling you, they could be my children. They really are. You know  
See TWOMEY, B3, Col. 1

the high-voting heavy in Washington's black middle class along upper 16th Street NW—there has been ample talk about skipping the mayor's race.  
Pauline Johnson said she has heard it but is still sure to vote—for Democrat Marion

mayor, because Barry again is pinning some of his hopes on low- and moderate-income voters whose turnout at the polls traditionally is not high.  
Although he says he is confident of victo-

relying on dozens of those vans to take his voters to the polls tomorrow.  
"We're shooting for the big knockout punch," said Bob Bethea, who is coordinating  
See MAYOR, B5, Col. 2

time for them to grab the reins of power from an older generation. There are at least 15 candidates younger than 35 on the D.C. ballot tomorrow. Page B5

# Fiscal Woes Force District's Aging Fire Fleet to Do More With Less

By Wendy Melillo  
Washington Post Staff Writer

At the D.C. Fire Department repair shop, the outdoor parking lot is packed with ambulances, and on some days the sidewalks are lined with idle and broken ladder trucks the size of tractor-trailers. Inside, pumpers are wedged in bumper to bumper as a small cadre of mechanics work round-the-clock to fix them.

The crowded shop is evidence of an aging fire department.

The department is one of the nation's busiest, and it is assigned to protect national institutions and monuments. Yet the department must keep more of its 221-piece fleet in service beyond recommended guidelines.

As the city has been confronted with a fiscal crisis, the department's share of the budget has dropped from \$102 million in 1991 to \$73 million for fiscal 1995—a reduction of \$37.8 million, accounting for inflation. Fire officials have kept up by hiring

fewer firefighters and scaling back equipment purchases.

Meanwhile, the demands on the department have grown. In 1991, the department had 304 firefighters who handled 79,000 calls for service. This year, 248 firefighters will respond to an estimated 155,400 calls, fire officials said.

"We have been told to stretch things and to make do," said Capt. Michael Reese of Engine Company 14, near Rock Creek cemetery on North Capitol Street.

The pumper for Reese's company is nine years old, but it is not scheduled for replacement until 2000. "It won't make it," Reese said. "It is already on its second [motor], and it has a leaking water tank and an air leak in the brake system which took numerous attempts to fix."

It took three trips to the repair shop for mechanics to find and fix the air leak in the pumper at Reese's station. That made for

See FLEET, B6, Col. 1



At the D.C. Fire Department repair shop, space is tight. Even if the department had money to buy equipment, there wouldn't be space for it.  
BY KATHY JENNINGS—THE WASHINGTON POST

# City's Aging Fire F

FLEET, From B1

anxious moments when an emergency alarm summoned his firefighters.

"We needed to get out of the firehouse in a timely manner, and that was the frustrating part," he said. "We ended up sitting there until the air pressure built up to a certain level before we could go."

Of the agency's 56 pumpers, trucks that carry hoses and water tanks, 29 are 10 years old or more, according to the agency. Nine of its 22 ladder trucks are at least 15 years old; four are more than 20 years old. The oldest ladder truck in the department—purchased in 1976—is at Engine Company 29 on MacArthur Boulevard NW, a station with one of the District's fewest service runs.

The department's fleet includes reserve vehicles that fill in when primary equipment breaks down. Occasionally, the department has no available reserves for ladder trucks, forcing a company to shut down until one is available.

Fire Chief Otis J. Latin Sr. said in an interview that he has made purchasing new equipment one of his top priorities but that the department lacks money. "Right now, we are not buying at the rate we would like to be," he said.

National Firefighter Protection Association guidelines recommend that fire departments replace pumpers every 10 years and ladder trucks every 15. For the District, that would mean purchasing at least four pumpers and one ladder truck each year.

"That is the ideal," said Battalion Chief Floyd Madison, who is acting deputy chief of the apparatus division. "The reality is money."

From 1989 to 1991, the department did not buy any pumpers, Madison said. Two pumpers were purchased in 1992 and five more last year for about \$190,000 each. The department also added three ladder trucks to its fleet, one in 1989 and two more last year for about \$450,000 each.

The situation is only slightly better for the department's fleet of ambulances. Former Emergency Medical Services director Robert R. Bass, who left the department last month, said the agency needed to buy about 15 ambulances a year—at a cost of about \$48,000 each—but did not have the money.

In 1991, the agency bought 14 ambulances on a \$1.1 million equipment budget. This year, when the equipment budget dropped to \$300,000, the bureau bought five, said Bass, who was hired in 1992.

"Ambulances only last about three years in the District," Bass said.

"We had one ambulance where the driver had to raise the hood and put a screw driver in there to start it," he said. "We took care of most of those disasters, but if they go beyond this year without buying enough, they will revert back to that problem."

Bass said street bumps, frequent starts and stops and 150,000 calls a year contribute to ambulances' breaking down.

The high volume of calls is attributed to the District's violent crime rate, with more than 400 homicides and 2,000 nonfatal shootings annually. Fire and ambulance officials said many District residents call 911 to request an ambulance for such non-emergencies as getting a ride to pick up prescriptions.

The department's fleet is...

space because environmental conditions require special disposal.

Staffing has been a problem, Madison said. He has had mechanic vacancies he can't fill because of a departmental hiring freeze.

Latin, as part of his restructuring plan, intends to place firefighters work shop with civilian employees. "We need a professional manager at the shop so we can get our firefighters to do what they do—fight fires," he said.

Thomas N. Tippet, president of Local 36 of the International Association of Fire Fighters, attests to the poor state of equipment in the District in 1990 to dispatch fire trucks and first response to medical emergencies.

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The department's failed attempts to replace equipment adequately are reflected at its fleet maintenance shop at 1101 Half St. SW. The building, more than three decades old, is in need of major repair itself.

Two 30-year-old lifts, designed to hoist ambulances, work sporadically. Space is tight. Even if the department had money to buy equipment that would allow the 27 mechanics to replace engines or fix transmissions, there wouldn't be space for it. Instead, the mechanics send trucks in need of major repairs out for service, at a cost of \$10,000 or more each, Madison said.

Any space not jammed with vehicles is filled with machine parts, tires, breathing masks and stretchers. Old batteries and empty canisters of Freon, a chemical used for air conditioning units in ambulances, take up more

family needs to stay healthy. Office visits, physicals, emergencies, ho-

maternity and pediatric care, and all necessary immunizations (so

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## Getting Billy Ferrell his sho less than getting him to



### Crash Kills Cabby, Injures Passenger

Associated Press

A taxicab driver was killed and his passenger seriously injured yesterday in a collision on Leesburg Pike, Fairfax County police said.

Police said the cabdriver, Felade Asamnew, 41, was eastbound on Leesburg Pike near the Capital Beltway and was attempting to change lanes when the cab collided with another eastbound car.

Police said the cab hit the median and became airborne before plunging down a 20-foot embankment and slamming into a tree.

According to police reports, Asamnew was dead at the scene. His passenger, identified as 33-year-old Young Jim Kang, of Seoul, was admitted to Fairfax Hospital with severe head injuries.

The driver of the other car was not injured.

Police said neither Asamnew nor Kang was wearing a seat belt.

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## *\$200 payment purges guilt for sneaky phone calls long ago*

In this week's mail, Robert Dubansky, administrative director of field operations for the Maryland Institute for Emergency Medical Services Systems, received a money order for \$200 along with a note: "While I was employed at MIEMSS, I made some unauthorized phone calls that were personal. I feel that God wants me to make restitution."

The note and check had been mailed from Johnson City, Tenn. Dubansky did not recognize the name of the woman who signed them. "And we could find no record of her being employed at [MIEMSS]," he adds. "Our records on hand go back about five years." So he called directory assistance for Johnson City, located the woman, spoke with her and confirmed that she had been a nurse employed in the Shock Trauma Center. But she hadn't worked there since — get this — 1982. A long guilt trip is finally over.

# Teen-agers gear up as firefighters

*They are 'juniors' in Carroll units*

By Ellie Baublitz  
Contributing Writer

Dressed in firefighter turnout gear, three teen-agers cautiously enter a pitch-black room on hands and knees. Their mission: rescue a child trapped in a maze of rooms cloaked in darkness.

Before they enter the room, an instructor commands, "Make sure you talk to each other and don't stand up!"

Minutes later, the three crawl back out, carrying a young girl to safety. Mission accomplished.

The search and rescue procedure, held at the Emergency Operations Center training grounds in Westminster on a recent Saturday, was one of seven areas of instruction offered to members of the county's junior fire departments. The program was coordinated by the Fire Department Training Committee of the Carroll County Firemen's Association.

Senior members from several of Carroll's 14 volunteer fire departments, many of them junior advisers, staffed the learning stations.

"It's motivational to get them together like this," said Frank Penn of Taneytown, training committee chairman. "It's important keeping these guys motivated and interested."

The 75 junior members from 10 fire companies at the exercise had plenty to keep them interested. Divided into small groups, the youths, ages 12 to 17, moved from station to



KIM HAIRSTON/SUN STAFF PHOTO

Lt. Chris Harris of the Union Bridge Fire Department assists Jessica Robertson, 13, of Finksburg.

station over a five-hour period.

Outside a renovated barn where trainees went through three mazes, a group was instructed in the proper procedure for opening a fire hydrant, laying a hose line to the engine's pump and advancing a small hose line to the fire.

Another group learned how to operate rescue tools, including the "Jaws of Life," cutters and rubber air bags. Others learned the proper use of safety belts while climbing to the top of Westminster's aerial ladder and back down.

"The ladder is scary because it bounces a little bit as you get toward the top," said Russ Drapkin, 14, Sykesville's junior captain.

Though the training sounds dangerous — and the real-life situations are — every precaution was taken for the youths' safety while they practiced their duties. And safety — namely proper procedures — was stressed at each station.

"They're never put into any [real] situation — just training," Mr. Penn said.

Even though the senior fire departments must obey safety and child labor laws, the juniors are integral members at 12 of the county's 14 volunteer fire stations.

The junior fire department program is important for several reasons, fire officials say:

■ It provides future full-fledged

members for the stations, which is necessary in a county that depends on volunteers for its fire and rescue protection.

"Hopefully, we can retain them [juniors] as seniors when they turn 18," said John Johnson, a junior adviser at Westminster.

■ The teens help with fund-raisers and activities around the firehouse. At many stations, the juniors also have their own fund-raisers to buy equipment and supplies.

■ Teens who are considering a career in firefighting have the opportunity to get basic training before taking state certification classes.

"They learn everything before they actually do it, so it better pre-

compares them," said Jerry Shaw, a junior adviser at Mount Airy. "Being a junior helps them understand people and how things work."

■ The program involves the youths in a constructive and educational activity, while fostering a sense of pride when they can help someone in trouble.

"It's good because a lot of people don't know what to do, and when I see a fire, I know what to do," said David Lookingbill, 17, a Taneytown junior member.

Added Diane Koontz, 14, of Sykesville, "You learn a lot and it makes you feel good that you can do something else. It gives you confidence."

■ Time spent at fire department fund-raisers, meetings and training sessions is counted toward the students' community service school requirement.

According to information provided by the individual fire companies, about 190 youths, including at least 20 girls, are involved in the junior fire departments. The minimum age for joining varies from 12 to 14, with admission to the senior fire department ranging from 16 to 18.

Though many juniors come from families that are involved in the fire department, others join because they know somebody at the station or because it's something interesting and positive to do. Some juniors want to be career firefighters.

To join, youths must have their parents' permission and a work permit, must fill out an application and go through the company's procedures for membership. In most cases, the wait is a month.

The stations are strict about adherence to rules: behavior, curfews, keeping up grades, following proper procedures during training.

"Nothing is done without the parents' permission," said Mike Cartwright, a Union Bridge junior adviser. "Parents are told what's involved and are welcome to attend meetings and activities."

"School comes first," he said. "We

try to push the idea of education as much as possible — the better they do in school, the better they'll do in the fire department."

Each station provides monthly in-house training and drills in the same skills that the countywide exercise targeted. If the juniors can respond to an alarm, they can gain experience by observing and helping with cleanup at the site.

At 16, junior members can qualify for training through the Maryland Fire and Rescue Institute, which offers state certification as Firefighter I and Emergency Medical Technician.

In 1992, the Carroll County Firemen's Association and the Carroll County Career and Technology Center cooperated to create the Emergency Services Technology Program. Students can earn three high school credits and gain Firefighter II certification during the one-year course.

"The teachers are volunteer firefighters who are accredited and approved through the state," said Kate Engel, Career and Technology Center principal. The program includes Firefighter I and II, Emergency Medical Technician, Rescue Technician and Hazardous Materials. It's very comprehensive.

Students must be a member of a county volunteer fire department and be 16 to take the program. Thirty-two students graduated from the program in its first two years and 17 more are taking it this year, she said.

"The Career and Technology program is a help to us," said Mr. Penn. "Some more interest has been sparked in the junior program, and hopefully it's from that."

Whether the youths in the junior program want to be career firefighters or stay with volunteering, they learn much more than a trade, as shown at the county exercise.

"It helps you get to know people and trust others," said Greg Zielinski, 15, of Winfield. "If you don't trust your friends, you could die — if your buddy behind you doesn't know what he's doing, something could happen."

# City paramedic faces stressful work

By JOCELYN HASSANZADEH  
Capital News Service

BALTIMORE — He forgets his car isn't equipped with sirens and flashing lights, and drives like he was on his way to a fire.

His impatience is high. As we talk, he criticizes other drivers under his breath. He points to buildings and intersections: "A car accident here — a gun shot here — delivered a baby there."

No matter where we are, he knows the fastest route to the nearest hospital.

Claytown L. Richmond, Baltimore paramedic, is on his day off.

On the job, he responds to calls for help in a speeding ambulance. The training is demanding, the schedule stressful. Paramedics work 44 hours in four days. Some 14-hour night shifts. A few breaks between runs.

I've known Clay Richmond almost 10 years, but I didn't know why he chose this line of work. In the last three months, he renewed our high school friendship, spending a few minutes here, an hour there — whatever he could spare — to ask him questions.

Richmond, hired in July, works in Medic-7, the busiest ambulance unit in Maryland. Its 758 runs per month last year were 245 more than the city average.

Some say that makes Medic-7 the busiest in the country. Those who don't bother with exact numbers have a catchphrase: "When in doubt, seven is out."

Located at Old Town Fire Station in the heart of Baltimore, Medic-7 is rarely at rest. Because the paramedics are constantly called into service, their two cars are in a small office, separate from others. When they jump in for a call, they won't wake the rest of the fire crew.

Battalion Chief John R. Johnson, who oversees all 18 medic units in Baltimore, says it "takes a dedicated person to get out of bed at 3 in the morning and get in a fast-moving vehicle... put on your gloves, suck in your stomach and find your strength to do your job."

But in Richmond, "the best way to describe someone in this business is an adrenalin junkie."

Just like your race car drivers, bungee-jumpers and stuntmen, we've got firefighters, paramedics and cops."

It's not the accident scene that delivers the rush.

"At 4 a.m., a car is flipped over in an alley and that's all you can think about — just do your job... how to get this person to the hospital," he says.

The rush comes in the aftermath, when Richmond thinks back — to relying on his skills and training. He calls it controlled chaos.

"That's why I like this job," he says. "In total chaos, you've got to be able to function in that environment."

Johnson says Richmond's peers speak highly of him. "He is quiet and deliberate, in control."

That's what it takes to be a paramedic — being in control."

Richmond criticizes television shows that dramatize the emergency medical profession: "Everyone thinks it's like 'Rescue 911' but it's not," he said. "You have to get a thousand calls before you get a call like 'Rescue 911.'"

He hesitates to talk about the dangerous aspects of being a city paramedic, because he does not want to give the wrong impression of the job.

Last year, only five percent of the 115,169 paramedic responses in Baltimore were for assault, gunshot wounds and stabbings combined.

Still, Richmond has been at shooting scenes he doesn't care to remember. "Your attitude ought to be to avoid confronta-

tions," he says. "It does no good if you get hurt."

He insists there was no master plan to become a paramedic.

"At 18, 19, or 20 I didn't know what I wanted to do... I went to college to broaden myself," he says. "I walked away a well-rounded person with experience to draw from."

Daily Times  
Salisbury, Md.  
Cir: M-S 28,278  
Sun. 31,858

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Flier  
Columbia, Md.

OCT - 3 1994

► The Maryland Institute for Emergency Medical Services will offer a recertification workshop on the nurse as the first responder at Howard Community College on Nov. 7 and 8. The course is for nurses who have been certified as first responders in the past three years and will update participants on principles of emergency care. Continuing education credits are offered.

Call 964-4944 for details and to register.

Ho. Co. Times  
Columbia, Md.

1994

## CLASSES & SEMINARS

agogue on Van Dusen Road, Laurel. Rosenthal has pioneered research on SAD, a form of depressive illness which is tied to the seasons of the year.

For information, call 955-4647.

► The Maryland Institute for Emergency Medical Services will offer a recertification workshop on the nurse as the first responder at Howard Community College on Nov. 7 and 8.

► St. Agnes Hospital will offer a smoking cessation program at the Crossroads Professional Center in the Dorsey Business Park in Ellicott City, beginning Nov. 2, 7-8:30 p.m., and continuing weekly through Dec. 7. The fee is \$60.

Call 368-2197 for information.

Flier  
Columbia, Md.

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## CLASSES AND SEMINARS

► Dr. Allan Lohans will present a program on women's mid-life health issues, including discussion of menopause, heart care and osteoporosis, at Oliver's Carriage House (5410 Leaf Treader Way, Columbia) on Tuesday, Nov. 15, 7-9 p.m.

Register by Nov. 11. Call 992-9733 or fax 992-5507. A \$4 donation to the Domestic Violence Center will be collected at the door.

► The Columbia Chiropractic Center will hold an open house on Saturday, Nov. 12, 10 a.m.-1 p.m. Dr. Paul J. Barlow will give a presentation on chiropractic, Dr. Maria Petrucci will talk about nutrition and homeopathy, and Dick Diener will give a presentation on therapeutic massage.

For details and reservations, call Shawn Garabrant at 410-997-7776.

► St. Agnes Hospital in Baltimore will sponsor a pre-pregnancy seminar on Monday, Nov. 14 at 7 p.m. The cost is \$10.

Call 368-2810 to register.

► The Maryland Institute for Emergency Medical Services Systems will present a nursing workshop on pediatric medical emergencies at Howard Community College on Nov. 16, 9 a.m.-4:30 p.m.

The program is approved for continuing education credits. Preregistration is required. For information, call 964-4944.

► Howard County General Hospital will sponsor a free lecture on "Healthy Boundaries for Healthy Relationships" in the health education center (Suite L-9, 11055 Little Patuxent Parkway) on Tuesday, Nov. 15, 7-8:30 p.m.

For information, call 740-7600.

► The Seventh-day Adventist Church at 3291 St. Johns Lane will offer a five-session grief recovery video seminar beginning Nov. 15 at 7:30 p.m. The program aims to help those who have recently suffered a major loss cope with the holiday season.

For information, call 965-0804.

► Dr. Joseph DeRusso will present two free seminars on the benefits of chiropractic care at his office (10840 Little Patuxent Parkway, Columbia Suite 402) on Wednesdays, Nov. 16 and Nov. 30 at 7:15 p.m.

To register, call 964-0837.

Daily Banner  
Cambridge, Md.  
Cir: 7,141

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## Pediatric emergency workshop

Recently, registered nurses from Dorchester General Hospital attended a one-day workshop sponsored by the EMS Nursing & Specialty Care of the Maryland Institute for Emergency Medical Services Systems (MIEMSS), which is accredited as a provider of continuing education in nursing by the American Nurses' Credentialing Center Commission on Accreditation. The focus of this one day workshop was to give further instruction in meeting the special needs of children and families in the emergency care and critical care delivery systems. Those registered nurses in attendance from DGH included Grace Akers; Tonia Cottman; Lanise Horseman; Florence Murphy; Karen Windsor and Kim Ayers. Pictured are from left: Grace Akers, RN; Florence Murphy, LPN and Cynthia J. Wright-Johnson, MSN, RNC, CRRN, pediatric nurse coordinator.

MD. Independent  
Waldorf, Md.  
Cir: 20,472

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## Nursing workshops planned

The Maryland Institute for Emergency Medical Services Systems will present two one-day nursing workshops at Suburban Hospital, Bethesda.

"Pediatric Trauma: Assessment, Stabilization and Resuscitation" will be offered Dec. 1, 8:30 a.m.-4:30 p.m.

This workshop will be of interest to nurses and allied health professionals working in community hospitals and trauma centers focused on the emergency and critical care aspects of pediatric trauma. Injuries are the leading cause of death and disability for children and youth both in Maryland and in the nation. This program will focus on injury recognition, resuscitation and stabilization, anatomical and physiological differences in children, and nursing care of the multiple trauma pediatric patient during the first 24 hours. The primary and secondary survey will focus on specific injury patterns seen in children and treatment. Injury control and prevention strategies for community programs will also be discussed.

"Pediatric Trauma: Care of the Injured Child Beyond Resuscitation" will be offered Dec. 2, 8:30 a.m.-4:30 p.m.

This workshop will be of interest to nurses working in trauma centers, community hospitals, home care and rehabilitation focused on the intensive care and specialty care aspects of pediatric trauma. The program will focus on injuries seen in children and differences in treatment; nursing care of the child with multiple trauma in the critical care and pediatric specialty units; pain management for the injured child; and discharge and rehabilitation needs of the child and family. Specific injuries to be discussed include head, orthopedic, abdominal and thoracic trauma; burns; and child abuse.

Each program has been approved for seven contact hours by the EMS nursing and specialty care department of MIEMSS, which is accredited as a provider of continuing education in nursing by the American Nurses' Credentialing Center Commission of Accreditation. Preregistration is required. For registration and additional information, contact (410) 706-3930.