



In this issue

- Club Calendar
- Rosters
- This Week
- Last Week
- Angel Flight
- Youth Insearch
- Club Membership
- Joint Meeting St Ives
- DG Zone meeting cancelled
- Daffodil Day
- Donations in Kind
- Youth Insearch
- Guest Speakers?
- Our President
- Peter Kipps 70th
- Scott Drake

Back Pages

- Guest Speakers
- Market Roster
- Door Team
- Happy Days

Meeting Apology

Please use the club web-site **before 3 pm** on meeting day to apologise or add a guest, or you will be required to reimburse the club for your meal cost.

<http://www.kuringgairotary.org.au>

This week

Graham Timms wine presentation and Greg Newling presenting Rotary Foundation

Last Week

John Terry Angel flight report page 2

Joint Meeting St Ives

Wed 8th. St Ives Rotary combined meeting at Pymble Golf Club)

No Monday meeting that week

DG Zone meeting cancelled

The scheduled DG Zone meeting scheduled for Aug 20 has been cancelled

Daffodil Day

Daffodil day collection Pymble Station Friday 24 August

Donations in Kind

– Warehouse in kind is seeking donations of used medical equipment 11th August

Youth Insearch

Youth Insearch needs assistance with relocation

Guest Speakers?

If you have any recommendations for guest speakers please contact Judy Houghton

Membership

Michael Tyler

Michael advise we have a slight change to approach

i) retain members

ii) increase membership

iii) Next Rotary awareness 27 August

Our President

Roger advised

Our meetings – will remain weekly on Monday night

Venue = Roger has met with WPBC management and there is hope for a satisfactory resolution to meal issue and a storage cabinet

Peter Kipps 70th

Peter celebrated his birthday with a 70k ride to Brooklyn and return. He plans to add 1k each year until his 80th. Peter's sons, son in law and Tony McClelland joined Peter in the wet and cold ride.

Well done Peter!



ANGELFLIGHT John Terry

In April 2003 the first Australian Angel flight mission took place using a *private* aircraft with a *private* pilot to fly a country-based, needy patient and carer to the city for important non-emergency medical attention. This was absolutely at no cost to the patient or carer.

Angel flight in Australia was founded by Bill Bristow, based on the US model. Subsequently he was justifiably recognised by being made the Queensland Australian of the year for his enormous efforts in setting up Angel flight as an *independent* charity which does not receive any government funding. So how is it funded? I will cover that later but first let me present details of Angelflight and some case histories.

Bill was a successful Brisbane-based owner of an advertising agency with good connections and pulled in some expert pro bono professionals to help him produce TV adverts and documentary material. Television stations particularly in country areas have run advertisements free of charge as a community service at off-peak times.

Let us view one of the advertisements.

To gain an appreciation of what is being done I would like to play you a DVD a multiplicity of case histories. But let us come to that later after I have commented further on what is Angel flight and how it works and painted a personal perspective and answered your questions.

So what exactly is the role of Angel flight?

Angelflight fills the void below emergency free services of eg RFDS. It comes in to transport at no cost needy patients and their carers and sometimes whole families to the city for specialist medical treatments. These people have no government support and expensive public transport or long private drives were their only options.

How does a patient link- in to get assistance?

Usually professional health-care people contact Angel-flight's office and request help; the office does all the paperwork and ensures the patient understands baggage and other limitations of light aircraft, including getting in and out! The office emails out details of the mission and awaits volunteer pilots and earth angels. Volunteers can offer to do as many or as few missions as they wish.

The office has 6 full time staff who co-ordinate all missions. To date more than 11,500 missions have been completed at a rate now of approximately 200 missions per month. There are over 2000 volunteer pilots around the country and over 3500 volunteer earth angels who provide an absolutely free meet and greet and taxi service between airports and medical facilities and accommodations.

You can well imagine what a daunting prospect it is for somebody with a serious medical issue requiring expert

ANGELFLIGHT John Terry

specialist attention to come into Sydney (perhaps for the first time). So to be given door-to-door service with a friendly pilot and a smiling Earth Angel eases the way through to the medical facility. I see this as fortifying and highly supportive for the patients. It shows to the patients that somebody cares and wants to help. They are not alone in a time of stress.

All the pilots and Earth Angels get enormous personal satisfaction in assisting those very much in need. I never cease to get a kick out of flying a mission. All of us take a professional approach into planning and flying; safety is paramount.

From a personal perspective, having been able to obtain the privilege of a private pilot's licence and also having had the benefit of most expert specialist medical attention in Sydney, I know what it means to be able to access such experts and be supported by a family right there.

What are the range of medical conditions of patients?

Anything providing no in-flight medical support is needed and they can get in and out of a light plane. The [planes are not luxury Jaguars with large doors.

One of my missions was with a lady of 130 kg and I needed to borrow an extension seat belt!

I am amazed at the diverse medical conditions patients have. Indeed I am scared by some of the not-too-rare terrible conditions babies and children have; yet the parents, children and babies we serve face their problems stoically and usually cheerfully and are very grateful for the help in travel. A light aircraft flight may be say 2 hours compared with a draining 6 or 8 hours by road.

And how can parents afford time off work for often multiple visits to the city for treatment? Even the expense of car travel from the country to the town (probably in vehicles that are not the latest in reliability and comfort) is a terrible impost on top of having to cope with the medical conditions.

Example of a Mission

Let me give an example from the third mission which I conducted as an Angel flight pilot; Sue came along in the plane and assisted. The patient was a young baby a few months old and had a condition I'd never heard of but occurs in about one in 3000 babies. It is treatable providing early expert intervention and physiotherapy occurs but it is a terrible affliction; so hard for the family to cope with in the country. The condition of the baby is called *arthrogryposis multiplex congenita*, where two or more joints in two or more limbs are in a fixed position and this requires splinting and physio every month. The mother Lisa had no pre-warning of a problem with the baby until he was born in Orange hospital. She was living in Forbes but had no car and no community transport was available. Her story is a case history on the Angel flight website. I have some print outs of this if anyone would like to see the details and the lovely photos.

ANGELFLIGHT John Terry

With the help of family finally they got rather old but unreliable car; but it was so daunting to contemplate five hours travel with such a baby not to mention the cost of petrol and her partner needing to stay in Forbes to work and look after a 5 year old.

It was an enormous relief when a social worker became involved and Angel flight arranged her first mission from Forbes which we had the privilege of conducting: mission number 294. Lisa succinctly summarised the results of the Angel flight into Sydney as **"This has made a heap of difference."**

Some further 18 trips were conducted by Angelflight every few weeks.

What are my worst moments?

I must say that having to cancel especially at the last minute is particularly distressing. Of course a private plane needs a major service every 100 hours of engine time and is not permissible to go over. I takes many days to get a service effected usually, and sometimes the mission has to be cancelled because the plane is simply not back from servicing.

Weather, however, is potentially a big issue. We do not have aircraft able to deal with the conditions acceptable to big commercial aircraft. Even with an instrument rating there are severe conditions which can be a problem.

I recall my second mission was to bring a lady from Lake Cargellico; she was elderly and had severe neck problem and was scheduled for surgery in Sydney after months of waiting. That Sunday morning the weather forecast was severe turbulence over the Blue Mountains and I had to fly a different chartered plane which was more like a sports car. That gave me concern together with cloud and rain and after 30 minutes of mental anguish, I concluded I must defer to the next morning as I was under the temptation of "GET-THERE-ITUS". That must be resisted at all costs. I cancelled the flight. I telephoned and explained the best I could do was to postpone the flight until dawn on Monday to get her down to Sydney for the surgery. Could the hospital check in be delayed?

So, I telephoned the duty officer at Angel flight on that Sunday morning to find that he was flat out having several cancellations. I have no idea how, but the duty officer was able to actually speak to the surgeon scheduled to operate on Monday morning and found out that it was impossible to reschedule this lady who had been waiting for months. She simply had to be in Sydney late Sunday. The solution was that Angel flight found a qualified pilot out west who was able to fly the lady down to Wagga Wagga as the conditions out west were quite good and Rex airline came to the party as usual with a highly discounted ticket for Angel flight; they then held the aircraft on the tarmac to transfer the

ANGELFLIGHT John Terry

lady plane to plane and renegotiated their arrival slot into Sydney airport. The Earth Angel was diverted from Bankstown airport to Sydney airport and she arrived in time. You can imagine my sense of relief that these alternative arrangements worked.

So what is the funding for Angel flight?

Service clubs and groups mainly in the country are great fund raisers as their communities generally are without any rail service or commercial airline service to the city. Many in their communities have benefited from Angel flights.

Angel flight has also received some substantial bequests.

Angel flights receives corporate sponsorships and donations in-kind or in cash.

Individual donations assist the funding. These are tax-deductible. For example, for personal documentation requiring my services as a Notary Public, I've been pleased to act on pro bono basis and to invite a donation to Angel flight.

It is most significant that Angel flight has no fund-raising person and no fund-raising expenditure and it makes me very happy to know that Angel flight never ever ask a donor to give again.

The funds are used for the essential head office operating costs and salaries and now the donations are sufficient to fund the purchase, usually at a heavy discount, of commercial airline tickets where airline travel is available and an Angel flight cannot be arranged or has to be cancelled due to weather or other difficulties.

The Angel flight pilots now receive a contribution by virtue of the fuel cost being paid for by Angel flight but the pilots are responsible for all their own operating costs. A typical Angel flight might involve four hours or so of flight time and the fuel bill could well be about \$500. The extra operating costs carried by the pilot would be around \$750; so this is a significant non-tax-deductible donation by the pilot! Every Angel flight pilot must maintain a prescribed level of insurance and maintain his licence and ratings. But the personal satisfaction of exercising a hobby and providing a much-needed service provides a marvellous inner glow far greater than a night at a gourmet restaurant would provide.

I HAVE JUST LEARNED THAT 50% OF MISSIONS ARE INTO SYDNEY. However, there are not enough earth angels her, and Angelflight needs to spend much needed funds on taxi vouchers when no earth angel can be found. It is easy to sign up; just visit the website www.angelflight.org.au.

So before I run the DVD of some case history is I think we should ensure there is a good supply of tissues on each table as many of these case histories are real tear-jerkers; but first let me take some of your questions.

Scott Drake

Some of you may have seen a fellow that occasionally appears at meetings. Sometimes in a long leather jacket, sometimes arriving on his motorcycle. He seems to be a member.

An astute eye may on the occasions when he is present see Tony display his martial arts prowess and punch or even kick him in greeting.

Who is he?

Why does Tony punch and kick him?

What does he do when not at Rotary?

The fellow is Scott Drake, He has been a member of the Rotary Club of Kuringai for 15yrs plus, He is a multi award winning Jeweller and Designer, He is married with twin 14yr old boys.

He is a martial artist of 35yrs and has also given a couple displays/talks (With the the aid of Tony) at the club.

When he is not at a meeting he could well be helping his boys with home work, playing Lego, or Monopoly etc. time is too short to miss the opportunity, our children grow up to fast.

For the last three years Scott has been negotiating/ dealing with Hornsby Council. which has ended in \$350,00 dollars being raised (allocated by Council) for the development of a Skate Bowl and its surrounds at Cherrybrook.

Scott saw a need and then decided to try and address it, Relying on knowledge gleaned thru participating in rotary projects and other experiences.

The basic story is:

Approximately 3 years ago Scott was injured in a push bike accident near the Skate bowl. Upon further inspection and discussion with users of the area, Scott noted many safety issues that needed addressing as well as that the Skate bowl itself was extremely popular.

Scott started talks with Councillor and then started to research.

He found that the Skate park was the first placed in the Hornsby shire and that even though a lot of the users looked a bit like thugs, there was a very noticeable responsibility surrounding these users. They were self Police-ing, no graffiti, minimal litter, actively helping beginners etc.

The level of skill that a number of the users display can easily 'Take your breath away'.

The Skate bowl, shape means that it is suited to Skater, Scooters and Bikes, which has made it one of the most popular Skate parks in the area.

The area needed to be bigger for the volume of users etc.

There were numerous safety issues in the surrounding areas.

The areas were also used regularly by sport clubs and families.

Scott Drake

Scott then spoke with Federal, State, and Local members, the Police, sports groups, parents, local school principals, and community groups, etc. He decided there definitely was a need. and support.

In order to ensure the success of the project, Scott decided to not only address the needs of the Skate Bowl but the surrounds also.

He came up with a 'Concept Plan Proposal' and presented it to council.

The Plan included very detailed plans, drawings, elevations, levels, measurements etc. and was then "certified" by a Skate park Designer.

The 'Concept Plan Proposal' was designed to include general community use as well, by providing 'Band stand' style seating facing the Basketball and tennis courts, with a Bar-b-que and bench area (for: Family use, marshalling area, fundraising, etc).

The design was prepared so that the construction could be done in stages with out interrupting the usage of the existing Skate bowl whilst work are carried out, and to allow for possible yearly council budget constraints if necessary.

Other sources for funding were found, mainly dollar for dollar grants (but it seems that it will not be necessary). a number of articles were arranged to appear in the local press to exert further pressure upon council.

All people, groups etc, spoken with were in full support.

The works are commencing this year at some time.

Being a Rotarian is an attitude that should also be a part of life extending outside of the club

2012-2013 Kuring-Gai Rotary Calendar

2012/13	Calendar	
	23	Foundation . Greg Newling
	30	Michael Midlam speaker
August		
	6(8th)	BM. (Wed 8th. St Ives Rotary combined meeting at Pymble Golf Club)
	13	
		Wed.22nd. District Governor's Meeting. Hornsby RSL.
	20. (22nd)	This replaces our Monday 20th meeting
	27	Rotary Awareness Night. School for Life Speaker
September	3	BM
	10 (11th)	Tues 11th. Debate with Turramurra at their meeting. Replaces our Monday 10th meeting
	17	3x 10 on me
	24	Restaurant evening
October	1	Labour Day public holiday
	8	BM
	15	
	22	Club Forum Night
	29	Carers Night
November	5	BM
	12	
	19	Rotary Awareness Night
	26	
December	3	BM. AGM
	10	
	17	Christmas Party
	24	Christmas Break
	31	Christmas Break
January	7	Christmas Break
	14	BM. Bowling Night
	21	Club Forum Night
	28	Theatre Night