SPIRIT AIR 2
is based in Rhinelander at Ministry Saint Mary’s Hospital. Configured for vital life-saving and emergency transportation, Spirit Air 2 can carry up to four people (one pilot, two flight crew members and one patient) plus medical equipment.

SPIRIT AIR 1
is based in Marshfield at Ministry Saint Joseph’s Hospital. It has become the aircraft of choice for many EMS services, particularly because of its high-set main and tail rotors, rear-loading clamshell doors, extra payload capacity, unmatched visibility and additional safety features.
Information Needed
- Caller’s name, location, return phone number and emergency response agency.
- Scene location (county, township, crossroads) or GPS coordinates, if available.
- Possible injuries and approximate patient weight, if possible.
- Radio frequency to communicate with Incident Command (IC) or designee.

Prior to Landing
- Landing zone (LZ) Coordinator selects LZ, communicates with aircraft, and maintains safety.
- LZ Coordinator is contacted by the aircraft to describe location and type of LZ (open field, road, parking lot) and potential hazards (wires by roads, stumps in field, signs, stumps, tall grass, antennas, snow banks, trees and free of wires). Also include wind direction if known.
- LZ should be a minimum of 100 feet x 100 feet.
- Surface should be as flat as possible (no more than 5 degree slope).
- When possible, position emergency vehicles at the edge of the LZ to help mark its location.
- Vehicles involved with landing aircraft need to be 100 feet away from LZ, and all other vehicles at least 200 feet back.
- Inspect LZ and remove any debris.
- LZ must be free of smoke and hazardous materials.
- Assign a tail rotor guard to prevent traffic approaching but not limited to:
  - Relay general patient information to include, but not limited to:
    - Age, sex, and approximate weight of patient
    - Mechanism of injury or present illness
    - Brief patient report

Radio Contact
Landing Zone Information
- Designate a person not involved with patient care to establish contact, we recommend use of “MARCI II” frequency with the flight crew to relay the following information:
  1. LZ location (Including landmarks)
  2. Obstacles and hazards within 1/4 mile (Lines, trees, poles, significant terrain etc.)
  3. Type and condition of surface
  4. Estimated wind speed and direction
  5. Any additional helpful information (HAZMAT)

Patient Information
- Maintain radio contact until the aircraft has landed.
- Notify the pilot immediately if LZ security is broken.
- It is not necessary to assist the Ministry Spirit Air personnel in unloading equipment.
- When available, those assisting with patient transfer should be assembled and appropriately attired, with hats removed.
- Non-essential personnel should remain 200 feet away during landing and lift off.
- Do not aim spot lights at the aircraft because this can blind the pilot.
- NEVER approach the tail rotor.

Helicopter Landing
- Maintain radio contact with the pilot.
- Notify the pilot immediately if LZ security is broken.
- It is not necessary to assist the Ministry Spirit Air personnel in unloading equipment.
- When available, those assisting with patient transfer should be assembled and appropriately attired, with hats removed.
- Non-essential personnel should remain 200 feet away during landing and lift off.
- Do not aim spot lights at the aircraft because this can blind the pilot.
- NEVER approach the tail rotor.

Helicopter Ready to Depart
Departure
- Maintain radio contact with the pilot as the helicopter lifts and departs.
- Keep the LZ clear and maintain radio contact for at least 2 minutes in case the helicopter needs to return.

Lift-Off
- All vehicles and staff should be at least 200 feet away and clear of lift off path.

HAZMAT Considerations
Notify the dispatcher or Ministry Spirit Air personnel if a hazardous materials situation is suspected.
- chemicals • fuel

The helicopter may need to land at an adjacent site depending on the nature of the hazardous material. Patient must be decontaminated prior to air transport.

Patient Transfer
- Do not approach the helicopter until you are signaled by a crew member.
- Do not approach or depart the helicopter from up slope.