

transports. The purpose of this presentation is to highlight the difficulties involved in rapid preparation of an airplane usually not utilized for medical transport.

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Correlation of RAPS and RTS in Rotor-Wing Air Medical Transport

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Introduction: The revised Acute Physiology Score (RAPS) has been applied to patients transported by air, but not correlated with known indices.

Objective: To determine the correlation between the RAPS and Revised Trauma Score (RTS), a standard for evaluation of the trauma victim. Correlations between RAPS and RTS in patients with non-trauma illnesses also were investigated.

Methods: Retrospective evaluation of 845 consecutive patients transported by helicopter was conducted. Demographics, origin of transport, nature of illness, RTS, and RAPS were recorded. RTS vs RAPS scores were graphed using the sunflower technique, and correlation calculated using Pearson correlation coefficients (PCC). The *p*-value was set at .05.

Results: Sunflower plots revealed wide ranges of RAPS at like RTS values in less severe patients for all subgroups. PCC analysis revealed:

	N	PCC	<i>p</i> -value
Overall	845	-0.90	.0001
Prehospital trauma	276	-0.93	.0001
Prehospital medical	123	-0.88	.0001
Interfacility trauma	95	-0.49	.0001
Interfacility medical	351	-0.85	.0001

Conclusions: The RTS and RAPS scores generally exhibit good, significant correlation. The wide range of RAPS scores at like RTS values suggests that RAPS may be a more sensitive indicator of physiologic status in patients transported by air.

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Response to Major Air Disasters in Shetland, United Kingdom

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Two recent air disaster in Shetland [UK] demonstrated that the unpredictability of the type of incident, available resources, and condition of survivors mandate flexible contingency plans. This need is demonstrated by comparing the two incidents.

On 31 July 1979, a Dan-Air HS748 crashed into the sea. Survivors were rescued by small boats and helicopters, and were examined by a local general practitioner at the airport terminal. Most had minor injuries. More could have survived, but helicopter rotor downdraft pushed some under the water. Deficits in airport disaster plans revealed by this experience were subsequently corrected.

On 6 November 1986, a Chinook helicopter plunged into the sea. Two victims were rescued by a Coast Guard helicopter. Operations were limited to recovery of bodies, identification, and certification of death. The revised disaster plan encouraged optimal resource mobilization and a predictable sequence of events.

Despite geographical isolation and limited resources, response to air disasters in Shetland can be extremely efficient. Multidisciplinary disaster planning, involving utilization of fixed-wing and rotor-wing aircraft, small boats, and local public service and medical resources, helps to ensure prompt and efficient care of victims.

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SAMU Mondial

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The SAMU Mondial is the coordinating body of the international activities of the French SAMU. It allows the mobilization of multidisciplinary teams from the regional and departmental SAMU network. The SAMU Mondial can be activated by the Emergency Unit of the Ministry of Foreign Affairs in cases of natural or technological disasters and in cases of social unrest, especially civil war. Specialists, medical field teams, or reinforcements for the health and sanitation structures of the affected country can be placed in the field. An important logistic infrastructure, including mobile operation units, is at its disposal.

SAMU Mondial has been in action on numerous occasions, e.g., the earthquakes in Mexico and El Salvador, a volcanic eruption in Colombia, and civil wars in Rwanda and Chad.

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Earth Summit '92 at Rio de Janeiro: The Medical Assistance

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The information, experience, and knowledge imparted during the 1992 Earth Summit, under the guidance of the World Health Organization, Brazil's federal government, and the city of Rio de Janeiro government, served as an organized,