



## RESCUE SERVICES IN POLAND WELL ORGANIZED

### MEDEVAC RESCUE SERVICES IN POLAND WELL ORGANIZED

*The history of Polish aviation rescue goes back to the times just after World War II. Planes were already used to by that time specially for transporting wounded persons and medical supplies. The development of these activities within civil society organizations was launched in 1955.*

This setup is effectively connected with one Mr. Tadeusz Wieckowski, ex military officer and later Minister of Health. He had the possibility in his position to organize a civil rescue service in postwar Poland, which he did with great effort and great success.

Tadeusz Wieckowski was officer in the national army in World War II. Under the Stalinist 'purges' he lost his pilot license. As founder of the rescue service(s) he managed to have about a dozen different locations of what we call today 'Medevac service' with different types of aircraft. In the year 2000 the "loose sand" organization started to change into a well-organized 'tool' over the whole of Poland. The Ministry of Health established the SP-ZOZ-LPR into one strong organization of Polish Medical Air Rescue (PMAR) It started with standardizing the current available fleet at that time, focused on rescue operations from the air. Currently, there are 17 permanent bases, and one extra in the summertime at Malbork. Crews are committed to transport accident victims and seriously ill people to nearby hospitals or over longer distances. This results in an average number of flights between 7,000 and 8,000 a year, including additional flights to Warsaw F., and including flights to destinations in the rest of the world.

### TOGETHER STRONG

Furthermore, there is a partnership with volunteers in southern Poland, a rescue specialisM in rescuing those in need or injured in poorly accessible places, for example mountainous area where rescue workers should be lowered by means 'roping', descending on a rope. Later on the stabilized patient can be hoisted again by rope or stretcher from places where the helicopter can not land. The PMAR crews do this with modern well-equipped Eurocopter EC-135 helicopters. For long distance the Piaggio P180 Avanti II aircraft are at its disposal. Relatively light strange-looking airplanes but known as the 'fast guys'.

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