

## View results

Respondent

217 Anonymous

11:27

Time to complete

### 1. CLUB/SERVICE \*

Elouera

### 2. BRANCH \*

- Far North Coast
- North Coast
- Mid North Coast
- Lower North Coast
- Hunter
- Central Coast
- Sydney Northern Beaches
- Sydney
- Illawarra
- South Coast
- Far South Coast

### 3. DATE OF INCIDENT \*

6th may 2024

### 4. TIME OF INCIDENT \*

3pm

### 5. NAME/S OF LIFESAVERS(S)/LIFEGUARD(S) INVOLVED IN RESCUE (check that all nominees are proficient and members on SurfGuard) \*

Stephen Byren Elouera member, Ms Dawn Powley Australian Psychiatric nurse

## 6. LOCATION OF INCIDENT \*

On board Qantas flight QF104 from Honolulu to Sydney

7. SURFGUARD INCIDENT NUMBER (if available). *Please note all rescues should be recorded either during or after hours*

Nil

## 8. NOMINATING PERSON NAME \*

Andrew McKellar

## 9. NOMINATING PERSON EMAIL ADDRESS \*

lifesaving@elouera.com

## 10. NOMINATING PERSON CONTACT NUMBER \*

0433353958

## 11. NOMINATING PERSON CLUB/ORGANISATION \*

Elouera SLSC

## 12. OVERVIEW OF THE INCIDENT \*

Stephen and his wife Kylene, had attended a wedding in Honolulu and were returning to Australia, departing Hawaii on the 6th May 2024 on Qantas flight QF104. Approximately 5 hours into the flight, Stephen observed a number of flight attendants converging near the exit row about 5 rows in front of where he was seated. He then saw a flight attendant leave and return with a first aid oxygen kit. Stephen then released his seat belt and walked forward to see what was happening and if he could assist. He asked the flight attendants what was happening and she said words to the effect, 'this gentleman is not breathing'. The male passenger was partially slumped in his seat, where he was placed on the floor in the exit row. Stephen checked the vital signs of the male where he had a weak pulse and was not breathing. Stephen asked for a defibrillator and first aid kit and then commenced CPR. A very short time elapsed and 2 further passengers arrived, one was an American emergency department nurse as well as an Australian Psychiatric nurse, Dawn Powley. All three continued providing the male passenger CPR as well as oxygen therapy. The flight crew then produced a defibrillator and Stephen connected the pads to the male passenger. The defibrillator assessed the patient, and advised to shock the patient. The shock was administered by the senior flight attendant due to the confined space and the location of the defibrillator. CPR then recommenced on the patient. A male passenger arrived who said he was a Doctor. The first aid kit on board the aircraft was extensive and it was determined that a cannula be fitted to the patient. This was successfully completed by the American ED nurse. Whilst CPR continued the patient was administered a total of 8 intravenous adrenaline injections via the cannula at the instruction of the doctor. These were administered by whomever was not administering the CPR. Stephen administered the adrenaline on 2 of the 8 occasions. The CPR was administered for more than 60 minutes by Dawn, Stephen and the American ED nurse during the flight. As a result of the medical emergency the flight was diverted to Noumea. With the exception of the patient that was still being provided critical emergency care by Dawn, Stephen and the American ED nurse, all other passengers and flight crew returned to their seats for the landing at Noumea. CPR was continued on the floor of the aircraft during the landing at Noumea and while the aircraft taxied to the terminal. Once the aircraft taxied to the terminal, ambulance and fire crews entered the aircraft where they allowed Dawn, Stephen and the American ED nurse to handover the patient to the Noumea emergency services. CPR was continued for another 20 minutes while the patient was prepared to be removed from the aircraft. As the patient was removed the ambulance paramedic said the male had a pulse. The early identification by passengers and the flight crew, combined with the lifesaving critical care provided by Dawn, Stephen and the American ED nurse and the doctor onboard the aircraft during the flight provided the very best opportunity for the male patient to survive. After about 90 minutes on the ground the Qantas flight returned to the air and a few hours later arrived in Sydney.

## 13. SKILL &amp; RESOURCES APPLICATION (40%) (please use brief bullet point format)

- Were the skills used correctly and appropriately as per SOP's?
- Did the rescue/incident require advanced technical skills?
- Was the equipment chosen best for the conditions and skill level of the personnel?
- Was there optimal use of skills within the available personnel? \*

Stephen has been a registered Nurse in New South Wales for 20 years and a member of Elouera Surf Life Saving Club for 17 years. Stephen currently works in the Theater at Sutherland Hospital. Stephen utilised his extensive knowledge during the critical life saving medical emergency care that was provided to this patient during the flight to Australia.

Stephen, Dawn and the American ED nurse utilised the most basic lifesaving skills of CPR and defibrillation as well as calling on their advanced medical training in the utilisation and administration of adrenaline in an attempt to keep this patient alive until advance critical medical care could be provided once the aircraft was on the ground.

The critical care provided to the patient included

- CPR
- Oxygen
- Fitting the patient with a cannula
- 8 intravenous adrenaline injections

## 14. PROCEDURES FOLLOWED (30%) (please use brief bullet point format)

- Were SOP's followed?
- Was the safety of the rescuers involved appropriately assessed?
- Was there appropriate leadership, chain of command, good scene mgmt, paperwork, follow-ups, etc?
- Was the equipment utilised appropriately? \*

Although some medical specialist may train for incidents in an aircraft whilst airborne, medically trained experts are required to dispense the final lifesaving drugs during critical emergency care to save lives. Nothing in Stephen's past or that of Dawn or the American ED nurse could have prepared them for such an incident whilst at 36,000 feet in an aircraft above the Pacific Ocean bound for Australia.

## 15. ENVIRONMENTAL CONDITIONS (15%) (please use brief bullet point format)

- Was the incident around rocks, cliffs, or other precarious situations?
- What was the size of the surf, temperature, time, visibility, weather, and other environmental conditions at land or sea? \*

Whilst traveling on an internal flight from Honolulu to Sydney at 850kph at 36,000 feet above sea level the training and experience of the first aiders were put into practice in a confined space on board an aircraft to keep the patient alive until advanced medical care became available on the ground.

## 16. MEDIA CAPTURE/COMMUNICATION (5%) (please use brief bullet point format)

- Were opportunities maximised in terms of media exposure? Please give a brief overview of media exposure. Any additional articles or media releases can be emailed to [ROTMNOMINATION@surflifesaving.com.au](mailto:ROTMNOMINATION@surflifesaving.com.au) or please paste url in box below \*

Qantas is aware of the incident although there was no media coverage of the incident that I am aware of.