



The furthest corner. The finest care.



Royal Flying Doctor Service

TASMANIAN SECTION

Annual Report >

09/10



The Royal Flying Doctor Service (RFDS) was established in 1928 at Cloncurry in Queensland on a year's trial. In 2008–2009 the RFDS conducted over 70,000 flights, evacuated more than 36,000 patients and attended to over 270,000 patients in total.

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Our Mission >

To provide excellence in aeromedical and primary health care across Australia.

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Message from Patron >



I was pleased to visit the Launceston Base earlier this year, as part of the anniversary, and was enormously impressed with the professionalism

As the Patron of the Royal Flying Doctor Service in Tasmania I am very pleased to provide a Message in support of this unique and valuable service to the Island State. This is a particularly auspicious year for the Service, being the 50th Anniversary of the formation of the Tasmanian Section in 1960. Previously the use of aircraft for medical emergencies had been up to individual pilots flying their own poorly equipped aircraft, often in difficult circumstances.

I was pleased to visit the Launceston Base earlier this year, as part of the anniversary, and was enormously impressed with the professionalism of the Service and indeed with the tremendous developments that have taken place since those early years.

There have been approximately 1000 hospital transfers this past year. In addition the Tasmanian Section has a well-established dental clinic on Flinders Island; it has helped establish the

medical chest program in remote parts of the State; it provides advanced aero-medical and survival training for pilots and paramedics; it provides specialised medical equipment, such as cribs for unwell and well babies, and special lifting equipment to enable an intra-aortic balloon pump to be carried with heart patients.

All of this requires considerable and constant funding and I wish to acknowledge the supporters of the Service – government, community, corporate and individual – for their determination to ensure that Tasmanians in regional and remote areas have constant access to this wonderful and vital service. Equally, the success of the Service owes much to the dedication of its Board, staff and volunteers, to all of whom I extend my sincerest thanks on behalf of the Tasmanian community.

His Excellency the Honourable Peter Underwood AC,
Governor of Tasmania



President's Report >



I am pleased to present my report on what has been a most successful year for the RFDS in Tasmania. We also commemorated 50 years of service since the establishment in 1960 of the Tasmanian Section and the commencement of RFDS flights in Tasmania.

I wish to thank His Excellency, the Honourable Peter Underwood AC, Governor of Tasmania, in his role as Patron of the RFDS Tasmanian Section.

We commenced construction of a taxi-through shelter at Wynyard airport, to enable patients to be transferred under cover between road and air ambulances. This unique project involved a detailed CASA approval process and extensive cooperation from the airport management. The shelter will be officially opened in late 2010. The project, fully funded by the RFDS Tas, will cost around \$200,000 and has received wonderful support from North West community groups.

This year we have continued to provide support for the delivery of health services in Tasmania by providing 25 GPS units for regional ambulances and continued financial support for the delivery of a dental service to Flinders Island.

The Council provides scholarships for two young Tasmanians to observe rural health services provided by the traditional Flying Doctor Service in outback New South Wales from the Broken Hill Base. Reports from the 2009 recipients of our Fred McKay Medical Student Scholarship and the RFDS/ZONTA Dental Assistants Scholarship of their experiences are included in this annual report.

We continue to work closely with RFDS South Eastern Section, which holds the state air ambulance contract with Ambulance Tasmania. Our thanks go to Mr Simon Froude (RFDS SE Section Tasmanian Manager) and the pilots and engineers for their support.

In May 2009 the Tasmanian Council undertook a strategic planning session with support from our National Office. Subsequently we formed a Marketing Committee to develop the links we receive from the many communities and supporters throughout Tasmania and the Bass Strait Islands. Subsequently, we appointed Mrs Mary Frost as our Marketing & Development Coordinator and together with Mrs Susan Bennett, our Finance Officer, they ensure the smooth running of our operations. Our office layout and capabilities at the RFDS Base at Launceston Airport were upgraded.

Mr Malcolm White represents the Tasmanian Council on the National Board and has been actively involved in the strategic planning and governance reviews which are being undertaken so that the national organisation continues to evolve to meet regulatory and operational realities.

The Tasmanian Section farewelled Mrs Lois O'Grady, Launceston Base Manager at a function at the Launceston Aero Club. The Councillors and staff joined guests to thank Lois for her service to the RFDS.

The Tasmanian Section is an active member of the wider aeromedical community. In October 2009 Hobart hosted the successful conference of the International Society of Aeromedical Services (ISAS), Australasian Chapter. Mrs Lois O'Grady and I were members of the organising committee, and Tasmanian Councillor Mr Lindsay Millar was a guest speaker.

In May 2010 the RFDS in Tasmania took part in the National Trust's Tasmanian Heritage Festival by conducting an Open Day in the RFDS Launceston hangar. The occasion attracted over 1000 visitors.

The RFDS in Tasmania and the community at large have benefited greatly over the year from the generosity of the many donors and volunteers around the state who have so ably and helpfully contributed.

The Tasmanian Section acknowledges and thanks the local community organisations which supported us so well again this year. Their assistance has been invaluable in meeting our costs and enabling us to do more; for example building the new shelter at Wynyard.

Our honorary ambassador, Southern Cross Television fishing personality Mr Nick Duigan continues to represent the interests of the RFDS at many events, including at his popular Fishing Forums around the state.

My thanks go to all the RFDS staff and Councillors, who continue to generously give their skills, experience, time and enthusiasm in the cause of the RFDS. Their capability and goodwill have made it a privilege for me to serve as President of the Section and to be a member of the national organisation.

We all look forward to continuing success in the coming years.

Dr George Merridew
President
RFDS (Tasmanian Section) Inc

Marketing Report >

The Royal Flying Doctor Service depends on the generosity of the community to do our work in Tasmania. This year has been important in terms of raising the profile of the RFDS, with the establishment of the Marketing Committee (Council members Jeanette Gatenby, Sarah Merridew and Caroline Wells). The whole council undertook a Strategic Planning day in June 2009, facilitated by the RFDS National Marketing Manager, Janice Hoogeveen. A Strategic Plan has been developed to focus our work to increase donations, value our current donors, raise the profile of the RFDS to the general public and to support the SE Section, which holds the air ambulance contract with the Tasmanian Government.

To enable us to meet our goals, Mary Frost joined us in October 2009 as the Marketing & Development Coordinator. Refurbishing of office space at the Launceston base has created a more streamlined and efficient operation.

In line with our goals, we have developed a new approach to the management of our Donor Database, enabling us to improve our communication with our valued donors. This includes keeping donors and supporters informed of the work being done by the Tasmanian Council of RFDS and by RFDS in areas of health and aviation. The RFDS Tasmanian section website: <http://www.flyingdoctor.org.au/> is updated regularly.

Positive media coverage of our activities is greatly appreciated, keeping the public informed of the work we are doing, and so assisting us in our fundraising. We are appreciative of this support from all media in Tasmania.

Mary Frost represents the Tasmanian Section on the National Marketing Advisory Committee (NMAC) to ensure Tasmania contributes to the national strategic business plans of the RFDS.

To develop our links with the community we have undertaken a range of events this year. In May 2009 we opened the Launceston Base for an Open Day held in conjunction with the National Trust's Tasmanian Heritage Festival giving over 1000 supporters the opportunity to learn more about the RFDS. Members of the public enjoyed seeing displays of historical photographs, RFDS apparatus and medical equipment and having the chance to hear talks from past RFDS pilots and personnel, and to meet current pilots, paramedics and doctors. Many retired aircrew with a local RFDS background were very welcome visitors. Our visitors' day was punctuated at regular intervals by movements of aircraft large and small, including by three separate aeromedical cases in the RFDS King Air B200.

The business community visited us when we combined with the Launceston Chamber of Commerce for a meeting of their members at the Base in March. Over 60 guests attended to hear Dr George Merridew, President, talk about the RFDS Services in Tasmania.

We welcome opportunities to show visitors our base and tell them about the work we are doing. Council members also attend various community groups' meetings to speak about our work.

Our profile raising is enhanced by the appointment of our first Ambassador of the RFDS in Tasmania, television identity Nick Duigan. Nick had first hand experience of the service of the RFDS after a recent flying accident on Flinders Island, and his family has a long involvement in Australian aviation history. Nick and his Hook, Line and Sinker co-presenter Andrew Hart also supported our work by running three Fishing Forums in Launceston, St Helens and Smithton, raising valuable funds.

Many individuals, community groups and



businesses choose to support the work of RFDS through their own fundraising events. For this work we are exceedingly grateful. Some groups and individuals have worked for many years to support us. We thank each and every one of these groups and individuals for their commitment and support.

For the last two years we have been delighted to develop a relationship with the students from Fox House, Scotch Oakburn College, who have raised money to fund the Fred McKay Medical Student Scholarship.

Volunteers are valued for the wonderful work they do to enable us to do our work. We gratefully acknowledge the generous support of all these groups and individuals. Volunteers have supported our work by organizing morning teas, managing gates at events, taking photographs and developing historical display material.

The Marketing committee is committed to increasing our fundraising and we know that we cannot do this without the valued support of the community. We sincerely thank all individuals, community groups, businesses and the media for their valued support.

Jeanette Gatenby
Chair of the Marketing Committee
RFDS (Tasmanian Section) Inc.



Fred McKay Student Scholarship > by Henry Nowlan

The 4 weeks I have shared with the RFDS at Broken Hill and Launceston have been extraordinary.

The 4 weeks I have shared with the RFDS at Broken Hill and Launceston have been extraordinary. I have developed an understanding of a uniquely Australian method of delivering equitable health care to people living in the Australian country. The RFDS services afforded to Australians living, working and traveling in country Australia is incredible.

As a Fred McKay Scholarship holder, I was fortunate to be able to spend 2 weeks at the Broken Hill RFDS Base and 2 weeks at the Launceston RFDS Base. Each base has its own unique work and focus. My first placement was at Broken Hill during November 2009. It was a very exciting rotation and it completely surpassed my expectations.

Life at the Broken Hill RFDS base begins at 7am sharp, with the flight engineers arriving and inspecting the Beechcraft King Air B200. Every inch of the aircraft is inspected with flashlights. The pilot arrives at the same time, checking the weather, flight plans and the aircraft as well. There are many parts of the chain needing to be monitored and the pilot is responsible for every one.

The RFDS runs a number of “clinic” flights to outlying communities. Tuesday is always Tiboburra and Moomba with a doctor and mental health worker, stopping at each place. Two doctors and 2 mental health workers fly. Wednesday is Wilcannia (where a doctor is dropped) followed by White Cliffs. Thursday is an outlying station, usually getting a visit every 4 weeks and Friday is Wilcanniaagain, followed by Ivanhoe. These regular flights provide GP-style consultations to the people and are completed by a rotating roster of 5 or 6 doctors.

I was primarily involved in these services,

which provided me the flying and logistics aspect of aeromedicine plus the GP consultation practice. These visits were also punctuated by “emergencies” making the experience very diverse. The clinics were typical “country,” beginning with fresh scones- cooked by one of the ladies- every morning. A very excellent way to begin!

The RFDS also runs a “GP Clinic” at the Broken Hill Base. People from the country can visit the RFDS and see the same doctor they saw in their home community when they are visiting Broken Hill. This provides continuity of service.

Phone calls from the various rural clinics and stations are also fielded by the base doctor. These “phone consultations” allow the patient to receive treatment without travelling. Phone consultations are intertwined with the use of the RFDS’s network of 2000 “medical chests” distributed around the region, in stations, pubs and shops. A body chart allows patients to more accurately describe the site of pain or injury. These instruments are all found on the Australian \$20 bill. Evacuation procedures are arranged if the patient’s complaint is life threatening.

Each town had its own unique industry. Opal mining was the big one in White Cliffs. Many of the patients proudly displayed their latest finds, often carrying the precious stones around in their shirt pockets. A visit to White Cliffs is incomplete without a visit to one of the “dugouts” (which are ex-opal mines) and now serve as houses. The particular dugout I visited was owned by Cindy and was beautiful and blessedly cool (a stable 22 degrees year round, compared with the 47 degrees outside). Cindy proudly showed me the various rooms and extensions (added just by mining more caves). She also showed me the spot above her bed, where her husband had found a \$5000 opal while reading in bed one night. He just had looked up and saw a glint of light in the wall, so and decided to burrow into the wall a little.

By far the most exciting part of this rotation was the chance to fly every day. The only seat left in the plane was

in the cockpit, as the seats in the cabin were taken by RFDS staff. There is an exhilarating feeling as the King Air rolls down the runway, picking up speed, and rotating its nose skywards. When there is a crosswind, the aircraft slips and slides down the runway as the pilot tries to keep the machine on the centre line of the runway. Landings are equally exciting. As the aircraft descends to 50 feet its speed over the ground can be appreciated. The aircraft gets buffeted by thermals and slips from side to side on its landing approach. The flights are exhilarating.

Listening in on the radio chatter during flight is always funny. The plane is tuned into several frequencies and picks up aircraft communication from as far away as the Melbourne area, as well local UHF transmissions from farmers and truckies. The conversation is mainly aircraft chatter: “This is QF 145 requesting clearance to land in Mel”. It is punctuated by local gossip and dry remarks about politics: “I hear Kevin 07 is taking to the wing again to spread good cheer in Copenhagen again Stu- that guy is a *%\$#!.” The juxtaposition of the serious “pilot talk” and larrikin outback gossip always cracked me up- leaving the pilot wondering whether “I was orright?”

Weather is a big part of the job. Winds, storm clouds and dust storms make it difficult for the pilots to navigate the various routes. I experienced this aspect of the service first hand during my final day. The Ivanhoe clinic was busy and we had been rushing to get through the patients because Otto, the pilot, wanted to leave early in the afternoon. He was worried about the weather. On the way back to Broken Hill a massive red dust storm swept through the area. The approach to Broken Hill was very turbulent as the red dust swirled around the aircraft. We were unable to see anything up, down, left or right. At an altitude of 1500 ft, Otto decided that it was too dangerous to keep trying to land at Broken Hill and decided to find another airport.

Our back-up airport was Mildura- some 120 nautical miles to the south. Otto

estimated we had just enough fuel to make Mildura, having consumed oodles while being buffeted by the strong dust storm sweeping in. The landing at Mildura was spectacular, with a strong cross wind as the massive dust storm rolled in behind us. It was a relief to be on the ground at Mildura. Upon taxiing to the parking apron, the storm rolled through, rain poured down, and lightning cracked overhead.

We stayed in one of the hotels in Mildura and eventually flew back to Broken Hill, just in time for me to pack my bag and head back to the airport to catch the REX flight, just before another dust storm rolled through and closed the airport. All in all, the Broken Hill RFDS Base experience was fantastic.

My second placement, at Launceston RFDS Base, took place in February 2010. Work at the Launceston base was slightly

different, being purely retrieval and inter-hospital transfers. I was assigned to a flight paramedic, as well as a road ambulance crew if there were no flights. This arrangement allowed me to be involved with a variety of clinical situations, including road trauma and transporting a patient with a dissecting aortic aneurysm.

The role of the plane is slightly different in Tasmania. Rather than a means of extending health services to remote townships (as in NSW), it largely works to integrate the various capacities of Tasmanian hospitals so that patients receive appropriate care in a timely manner. The majority of the flying involves the transport of patients between Launceston, Hobart, Burnie and Melbourne. That being said, the RFDS service also helps to link the remote areas of the state, including Flinders and

King Islands, St Helens and the West Coast. I was fortunate to be involved in a flight every day. There were a number of interesting cases in which I was involved, including motor vehicle accidents, myocardial infarctions, burns and dissecting aortic aneurysm. It was a diverse and interesting placement.

My experience with the RFDS has been interesting and stimulating. It has given me a greater appreciation of this service and opened my eyes up to the exciting field of retrieval medicine. I would like to thank the RFDS and the students from Scotch Oakburn College for providing the scholarship. The opportunity has been truly incredible



The RFDS also runs a “GP Clinic” at the Broken Hill Base. People from the country can visit the RFDS and see the same doctor they saw in their home community when they are visiting Broken Hill. This provides continuity of service. ?





RFDS/ZONTA Dental Assistant Scholarship >

by Jessica Halley

This scholarship allowed me to see and experience things I would never have been able to if it were not for the support of the RFDS and ZONTA.

In October of this year I was privileged enough to receive a scholarship provided by ZONTA and the RFDS Tasmanian section, to travel to the mining town of Broken Hill in NSW. During my placement I worked with the dental section of the Royal Flying Doctor Service. While in Broken Hill I shared accommodation with some lovely nursing students which made my experience all the more enriching as it gave me the confidence to go out into the community, meet the locals and see the sights.

On the days I would fly with the RFDS we would leave at 7am and travel with other medical practitioners such as nurses, doctors and physiotherapists in a specialized seven seater plane. The planes all included medical equipment on board as well as a bed for emergency 'call outs' and to ferry patients to medical facilities in Adelaide. When travelling, up to three stops would be made in order to drop people off at different out back clinics. These clinics ranged from small hospitals or small houses, to setting up a portable dental chair in someone's lounge room as we did in Monolon Station where I travelled on my last day.

The treatment that we performed on patients was nothing different than I would see at the dental practice I work at in Ulverstone, with the exception of more dental problems in young children. The main thing I observed was the way in which the dentist would deal with certain situations. I came into this experience thinking there was only one possible way to perform a task because, in the practice I work in, everything you would need is sterile and at your finger tips; but at a clinic which is

miles away from sterilization facilities or extra supplies, the dentists have managed to adapt their techniques in a way that allows them to perform treatment to a fantastic standard with the tools at hand.

It is easy for us to tell patients how important it is to have a healthy diet and to drink enough water, but the reality is that in the remote clinics I visited fresh produce is almost a luxury and soft drinks are much cheaper than water, which makes it difficult for people to keep in good general and dental health.

I must admit it was not all work and no play for me while on my placement. I was lucky enough to be in Broken Hill while the second biggest event of the year was on, The Silverton Cup. I really enjoyed 'frocking up' and meeting the locals; and they seemed to be very interested in what I was doing with the RFDS while in Broken Hill, and what Tasmania was like.

This scholarship allowed me to see and experience things I would never have been able to if it were not for the support of the RFDS and ZONTA. I believe I have gained confidence and learnt new skills as well as making some new friends.



Cessna 180 of the Southern Tasmanian Aero Club flying over South West Tasmania. This aircraft carried out the first official flight for the Tasmanian Section on September 14, 1960. 🗨️



Tasmanian Council >

Dr Colin George Merridew (1) President Elected 1995

Consultant Anaesthetist
Works also in Intensive Care and inter-hospital transfer of the critically ill
Served as RAAF Medical Officer
Ongoing RAAF Reserve medical deployments overseas

Mr Michael Alexander Hackman (2) Vice-President Elected 2004

Master of Politics and Public Policy
Company Director
Fellow of the Australian Institute of Company Directors
Private Pilot and aircraft owner

Mr Malcolm Graeme White (3) Senior Vice-President Elected 2005

Member of the National Board of RFDS Australia
Master of Business Administration
Air Transport Pilot Licence
Public Servant

Mr Robert William Grey (4) Secretary/Public Officer Elected 1999

Master of Defence Studies
Company Director
Commercial Pilot Licence
Justice of the Peace

Mrs Sarah Merridew (5) Treasurer Elected 2006

Chartered Accountant, Fellow of the Australian Institute of Company Directors
Non-executive director of MyState Limited, Tasmanian Railway and Ben Lomond Water
Former Director of Tasmanian Public Finance Corporation and Tasmanian Perpetual Trustees
Former Partner of Deloitte Touche Tohmatsu

Mr Lindsay Douglas Millar OAM (6) Councillor Elected 1965

Foundation member 1960
Past President (2 terms)
RFDS Tasmanian Section Life Member
National Council and Aviation Committee 1976 – 1989
RFDS National Board 2002 – 2008
RFDS Rev. John Flynn Fellowship Award (National) 2009
Tasmanian Aero Club 1956 – current Past President and Life Member
Orchardist (retired)
Private Pilot Licence

Mrs Jeanette Mary Gatenby (7) Chair of the Marketing Committee Elected 2008

Teacher
Former journalist and Public Relations and marketing project manager
Bachelor of Arts (Hons), Dip Teaching, Graduate Diploma Career Counselling

Ms Caroline Louise Wells (8) Councillor Elected 2009

Chief Executive Officer, Diabetes Tasmania
Former Director of Nursing Hobart Private Hospital
Master of Business Administration
Graduate of the Australian Institute of Company Directors

Operating 24 hours a day, 7 days a week, the RFDS today provides Tasmanians with services which include emergency trauma evacuations, inter hospital transfers to take patients to the specialist care they need.

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Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

Financial Statements

30 June 2010



Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

Financial Statements

30 June 2010

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Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

Committee List

For the Year Ended 30 June 2010

President:	Dr Colin George Merridew	41A Lyttleton Street East Launceston 7250
Vice Presidents:	Mr Malcolm Graeme White	1 Lanoma Street East Launceston 7250
	Mr Michael Alexander Hackman	2410/127 Kent Street Sydney 2000
Secretary:	Mr Robert William Grey	48 The Esplanade Lindisfame 7015
Treasurer:	Mrs Sarah Merridew	41A Lyttleton Street East Launceston 7250
Councillors:	Mr Lindsay Douglas Millar	"Rewa" 124 Craighburn Road Hillwood 7252
	Mrs Jeanette Mary Gatenby	49 High Street Launceston 7250
	Ms Caroline Louise Wells	7 Darling Parade Mt Stuart 7000
Public Officer:	Mr Robert William Grey	48 The Esplanade Lindisfame 7015

Garrott & Garrott
GARROTT & GARROTT
Chartered Accountants

Reinhold
Partner

Date: 4 October 2010

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Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

Statement of Comprehensive Income

For the Year Ended 30 June 2010

	Note	2010 \$	2009 \$
INCOME			
Donations		96,038	67,301
Grants - Federal Council		95,563	95,563
Interest Received		48,457	71,810
Other income		3,947	4,141
Rent		47,524	50,574
Total income		291,529	289,389
EXPENSES			
Administration		39,167	30,610
Base operations		111,936	124,343
Depreciation		77,330	44,092
Medical services		59,590	77,369
Total expenses		288,023	276,414
NET SURPLUS/(DEFICIT)		3,506	12,975

This statement should be read in conjunction with the accompanying notes
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Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

Statement of Financial Position

As At 30 June 2010

	Note	2010 \$	2009 \$
ASSETS			
Current assets			
Cash at bank	2	1,329,959	1,231,679
Accounts receivable	3	11,890	19,232
Cash float		100	-
Accrued income		-	603
Inventories		92	92
Total current assets		1,342,041	1,251,606
Non-current assets			
Property, plant and equipment	4	389,554	378,725
Total non-current assets		389,554	378,725
TOTAL ASSETS		1,731,595	1,630,331
LIABILITIES			
Current liabilities			
Accounts payable	5	110,388	12,631
TOTAL LIABILITIES		110,388	12,631
NET ASSETS		1,621,207	1,617,700
EQUITY			
Capital Maintenance Reserve		600,000	600,000
Accumulated funds	7	1,021,206	1,017,700
TOTAL EQUITY		1,621,206	1,617,700

This statement should be read in conjunction with the accompanying notes
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Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

Notes to the Financial Statements

30 June 2010

1 Accounting Policies

These financial statements are a special purpose financial report prepared in order to satisfy the accounts preparation requirements of the Associations Incorporation Act (Tasmania) 1964.

The committee have determined that the Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated is not a reporting entity and therefore there is no need to apply Australian Accounting Standards or other mandatory professional reporting requirements in the preparation and presentation of the financial statements.

The financial report has been prepared on an accruals basis and is based on historical costs modified by the revaluation of selected non-current assets, financial assets and financial liabilities for which the fair value basis of accounting has been applied.

The following specific accounting policies, which are consistent with previous periods unless otherwise stated, have been adopted in the preparation of this financial report:

(a) Property, Plant and Equipment

Each class of property, plant and equipment is carried at cost or fair value less, where applicable, any accumulated depreciation and impairment losses.

The depreciable amount of all fixed assets including buildings, is depreciated on a straight-line basis over their useful lives commencing from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements. The estimated useful lives used for each class of asset are as follows:

Buildings	15 years
Leasehold improvements	20 years
Computer equipment	3 years
Medical equipment	3 years
Other plant and equipment	3 years

The carrying amount of property, plant and equipment is reviewed annually by the committee to ensure it is not in excess of the recoverable amount. The recoverable amount is based on the depreciated cost of the asset, which has been deemed to be more appropriate than the discount net cash flows from the use and subsequent disposal of the asset, as the majority of assets are held for the purpose of producing income.

(b) Revenue

Revenue from the sale of goods is recognised upon the delivery of goods to customers.

Interest revenue is recognised on a proportional basis taking into account the interest rates applicable to the financial assets.

Rental revenue is recognised when the rent becomes due and payable in accordance with the relevant lease agreement.

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Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

Notes to the Financial Statements

30 June 2010

1 Accounting Policies (continued)

(b) Revenue (continued)

Government and other grants are recognised as revenue in the period in which control is obtained over the assets comprising the grant.

Other income, including donations and bequests, is recognised on receipt.

(c) Inventories

Inventories are measured at the lower of cost and net realisable value on a first-in first-out basis.

(d) Income Tax

The association is exempt from income tax under section 50-10 of the Australian Income Tax Assessment Act 1997, and the association has received notification from the Australian Tax Office in respect to its exempt status, together with its Deductible Gift Recipient status. Accordingly, no income tax expense or liability has been recognised.

(e) Leases

Lease payments for operating leases, where substantially all of the risks and benefits remain with the lessor, are charged as expenses in the periods in which they are incurred.

2 Cash

ANZ - Trading Account	97,698	48,419
ANZ - V2 Account	124,999	121,033
ANZ - Term Deposit	406,858	385,346
ANZ - Term Deposit	148,393	143,446
ANZ - Term Deposit	552,011	533,435
	<u>1,329,959</u>	<u>1,231,679</u>

3 Accounts Receivable

Trade debtors	4,632	19,206
GST clearing	7,258	26
	<u>11,890</u>	<u>19,232</u>

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Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

Notes to the Financial Statements

30 June 2010

4 Property, Plant and Equipment

	2010 \$	2009 \$
Buildings at cost	673,170	658,584
Less: accumulated	<u>(411,842)</u>	<u>(367,285)</u>
	<u>261,328</u>	<u>291,299</u>
Improvements at cost	14,625	14,625
Less: accumulated depreciation	<u>(2,403)</u>	<u>(1,672)</u>
	<u>12,222</u>	<u>12,953</u>
Wynyard shelter	<u>104,002</u>	<u>12,127</u>
Plant and equipment at cost	50,524	155,143
Less: accumulated depreciation	<u>(38,522)</u>	<u>(92,797)</u>
	<u>12,002</u>	<u>62,346</u>
	<u>389,554</u>	<u>378,725</u>

The buildings and improvements are situated on leasehold land. The association leases the use of the site from Launceston Airports. The buildings and improvements are sub-leased to RFDS SE section.

5 Trade and Other Payables

Trade Creditors	110,388	12,631
	<u>110,388</u>	<u>12,631</u>

6 Operating Lease Commitments

Within 1 year	14,375	14,375
1 - 5 years	57,500	57,500
Later than 5 years	55,104	69,479
	<u>126,979</u>	<u>141,354</u>

7 Retained Earnings

Retained Profits at the Beginning Of The Year	1,017,700	1,004,725
Net income/(loss)	3,506	12,975
	<u>1,021,206</u>	<u>1,017,700</u>

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Treasurer's Declaration

In the opinion of the treasurer, the financial report as set out on pages 2 to 6:

- (a) presents fairly the financial position of Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated as at 30 June 2010 and its performance for the year ended on that date in accordance with the accounting policies outlined in Note 1 to the financial statements;
- (b) satisfy the requirements of the Associations Incorporation Act (Tasmania) 1964 to prepare accounts; and
- (c) at the date of this statement, there are reasonable grounds to believe that Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated will be able to pay its debts as and when they fall due.

Treasurer 
Mrs Sarah Merridew

Dated 4 October 2010

Auditors Independence Declaration

I declare that, to the best of my knowledge and belief, during the year ended 30 June 2010 there have been:

- (i) no contraventions of the auditor independence requirements as set out in the Associations Incorporation Act (Tasmania) 1964 in relation to the audit; and
- (ii) no contraventions of any applicable code of professional conduct in relation to the audit.

GARROTT & GARROTT
Chartered Accountants


Benjamin Goull
Audit Partner

INDEPENDENT AUDITOR'S REPORT

To the members of Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated

We have audited the accompanying financial report, being a special purpose financial report, of Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated, which comprises the balance sheet as at 30 June 2010, the statement of comprehensive income for the year then ended, a summary of significant accounting policies, other explanatory notes and the treasurer's declaration.

The Responsibility of the Committee for the Financial Report

The committee of the association are responsible for the preparation and fair presentation of the financial report and have determined that the accounting policies described in Note 1 to the financial statements which form part of the financial report are appropriate to meet the financial reporting requirements of the constitution and are appropriate to meet the needs of the members.

The committee's responsibility also includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

Our responsibility is to express an opinion on the financial report based on our audit. No opinion is expressed as to whether the accounting policies used, as described in Note 1, are appropriate to meet the needs of the members. We conducted our audit in accordance with Australian Auditing Standards. These Auditing Standards require that we comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the reasonableness of accounting estimates made by the committee, as well as evaluating the overall presentation of the financial report.

The financial report has been prepared for distribution to members for the purpose of fulfilling the committee's financial reporting under the constitution. We disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Independence

In conducting our audit, we have complied with the independence requirements of the Australian professional accounting bodies and the Associations Incorporation Act (Tas) 1964.

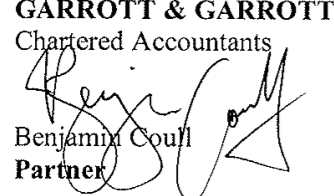
Basis for Qualified Auditor's Opinion

Donations are a significant source of revenue for Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated. The committee has determined that it is impracticable to establish control over the collection of this revenue prior to entry into its financial records. Accordingly, as the evidence available to us regarding revenue from this source was limited, our audit procedures with respect to donations was restricted to the amounts recorded in the financial records. We therefore are unable to express an opinion as to the completeness of the association's revenue.

Qualified Auditor's Opinion

In our opinion, except for the effects of such adjustments, if any, as might have been determined to be necessary had we been able to satisfy ourselves as to the completeness of revenue:

- the financial report presents fairly, in accordance with the accounting policies described in Note 1 to the financial statements, the financial position of Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated at 30 June 2010, and of its performance for the year then ended;
- we obtained the information we required for the audit and Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated kept proper accounting records and other books during the year ended 30 June 2010; and
- the rules relating to the administration of the funds of Royal Flying Doctor Service of Australia (Tasmanian Section) Incorporated have been observed.


GARROTT & GARROTT
Chartered Accountants

Benjamin Coull
Partner


Launceston
Date: 4 October 2010

The Royal Flying Doctor Service was started 80 years ago, in 1928, by the Rev John Flynn. His tireless campaigning to alleviate the isolation and suffering of those who lived and worked in the Australian Outback led first to a regional, and then to a national aeromedical service. Flynn's far-reaching ambition was to throw a 'mantle of safety' over the whole of Australia.

Flynn's contribution to improving the lives of millions of Australians is acknowledged with a tribute to him and his work on the Australian \$20 note.

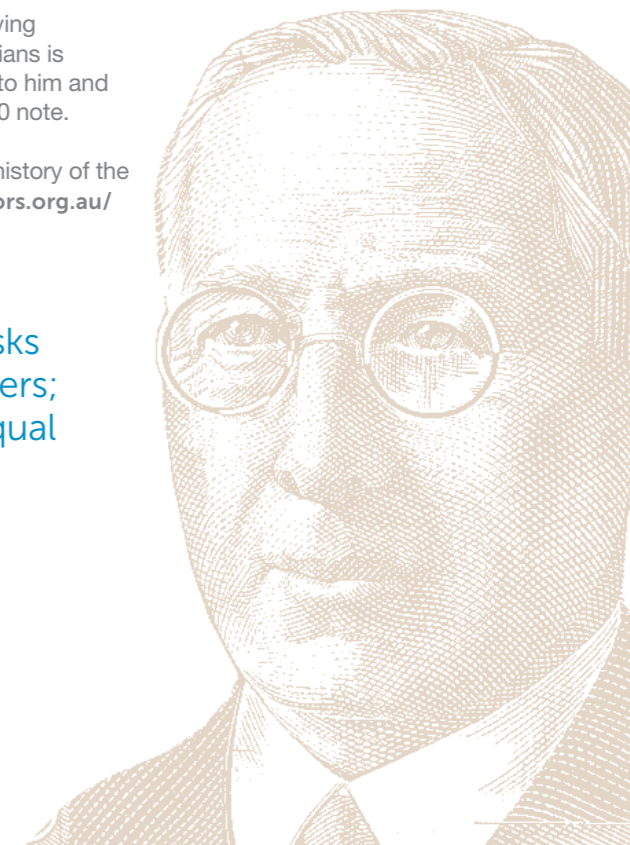
For more information on the history of the RFDS, visit www.flyingdoctors.org.au/history.html

In 2009 we celebrated the continuing success of that ambition, as well as the technological advances in medicine, aviation and communications which allow the Royal Flying Doctor Service to offer the highest quality of care to all those who live, work and travel in the vast Australian Outback.

 Do not pray for tasks equal to your powers; pray for powers equal to your tasks.

> Rev John Flynn.

RFDS



RFDS Office & Base >

Launceston Base

Building 90, Launceston Airport
305 Evandale Road,
Western Junction TAS 7212
T 03 6391 0500

We acknowledge and thank from the bottom of our hearts our corporate partners, sponsors, donors, members, friends, volunteers, along with the Commonwealth, State and Territory Governments. Your dedication and combined contributions are significant in every step we take and on behalf of all, including our patients, we say thank you.
The RFDS Team

How you can help >

The Royal Flying Doctor Service relies on support from individuals, corporations, the government and the community to carry out our life-saving work. Emergency services provided by the Flying Doctor are free to the user. To continue our vital work, we must rely on donations from people like you. Help us ensure that we will always be there when we're needed:

You can:

- > Send donations to Royal Flying Doctor Service, PO Box 1087, Launceston, Tasmania 7250
- > Phone us on **03 6391 0504** or **1300 669 569**
- > Visit website www.flyingdoctor.org.au to make an online donation.

ABN 93 785 910 050



Royal Flying Doctor Service
TASMANIAN SECTION