



UN MISSION FOR COMMERCIAL OPERATOR

Two Eurocopter SA 330J Puma helicopters operated by HELOG AG, Germany, took off from Salisbury, Austria, to fly to Khartoum, Sudan, on a United Nation mission. The 22-hour flight was routed via Italy, Greece, Alexandria, Cairo and Aswan in Egypt, and Wadi Halfa to its final destination in Sudan.

Two bases were established in Southern and Western Sudan to provide the infrastructure for day and night medical evacuation flights, for reconnaissance, transport and other flights in the civil war ridden region. Four pilots and two mechanics fly and maintain the aircraft on each base. The helicopters are IFR equipped, carry NVG (and have NVG-capable cockpits), WesCam infrared cameras, nightsun, an Immarsat satellite tracking system; rescue hoist and medical equipment are also part of the equipment.

The mission is a European contribution to the UN activities in this country. HELOG, a company of the Swiss Compass Holding Group, received this mission because of its expertise and high degree of qualification.

IT'S HIGH TIME!

Humanitarian aid must not only be a job for military helicopters. In principle it is possible today, that – e.g. in times of natural disasters – a fleet of civilian, commercially operated helicopters from the entire EU can be ready to provide that humanitarian aid. The DHV offer (p. 30) is a case in point. Looking at Austria, Germany and Switzerland, one can find an extraordinarily high degree of expertise and experience among commercial operators and law enforcement agencies to carry out rescue and humanitarian aid missions effectively and efficiently.

What is lacking is access to the capability to transport these helicopters over long distances. (V. also the article on the Sudan mission in this ROTOR & RESCUE issue and in ROTORBLATT 1/2005.)

It is high time to make use of the available resources to fulfill the expectations in the EU from outside the union. The EU should form a pool or task force whose members are specialized in disaster-relief and rescue missions. This force should operate a limited fleet of its own (e. g. for fire fighting missions), that will at given times be enlarged by additional helicopters from the EU nations. These could be civil and/or parapublic helicopters.



Special UN Mission for two Eurocopter SA 330J PUMA in Sudan

EUROCOPTER EXPRESSES SOLIDARITY WITH TSUNAMI VICTIMS

In response to the tragic events affecting South East Asia EADS/Eurocopter has made an overall donation of 2 million Euros. One million Euros are available for equipment transport, helicopter flight hours, and the provision of helicopters. Two twin-engine Ecureuils, rented from customers in the area, have been sent to Phuket in Thailand.

During the first days, the helicopters have mainly been used to transport teams responsible for identifying victims. Next step is equipping these two Ecureuil twins for medical transports in Sumatra, Indonesia following a request of the European Union countries. Furthermore, Eurocopter has provided a Dauphin to the French Air Force for medical evacuation operations in Thailand.

Eurocopter is also prepared to provide technical assistance, or send technicians and engineers to its customers who have sent their helicopters to perform rescue missions in South East Asia.

A further Dauphin is on route for Banda Aceh in Indonesia. Eurocopter is committed to supporting any helicopter operator - with Eurocopter helicopters - that wishes to contribute to the rescue operations.



GREAT INTEREST IN AB139

Read a flight-test report by RB editor Wulf Bertinetti in ROTORBLATT 1/2005. The AB139, which is presented at Heli-Expo Anaheim has received the brand new European EASA-certification. According to Bell/Agusta Aerospace the order book lists 80 aircraft. Last customer is the Irish Dept. of Defence signing for four AB139s.

Bell/Agusta speaks about a keen interest of government agencies around the world. We'll see what the HeliExpo will bring ...



AIR RESCUE IN AUSTRIA, GERMANY AND SWITZERLAND



Austrian Air Rescue - From A to X

In March, the Austrian "Christophorus" Air Rescue (ÖAMTC) will receive its 24th EC 135, and with the registration of OE-XEX approach the end of the alphabet. With 24 EC 135 Christophorus Air Rescue is the largest commercial operator of this helicopter world wide. During the winter months, the Christophorus Air Rescue helicopters operate from 22 bases, during the summer from fifteen. An average of 15,000 missions are flown every year.

The Austrian air rescue specialists developed and implemented the perfect concept for the EC 135 operation in the country's alpine regions. The usual crew of three comprises the pilot, the HEMS crew member and an emergency physician. If necessary mountain-rescue team members or rescue dogs complement the team. In terrain, where the helicopter cannot land, the crew uses the long line which extends "down" to a maximum of 150 m.

Switzerlands REGA – The Inventors

The Swiss Air Rescue REGA was founded in 1952 and is the oldest air rescue organisation. Pilots like H. Geiger who landed his Piper Super Cub on a glacier, or S. Bauer who flew the organization's first helicopter rescue mission with a Hiller 360 in 1952 were among REGA's pioneers.

Today, eight Agusta A109 K2 and five EC 145 make up REGA's helicopter fleet. A physician and a paramedic together with the pilot form the crew. All aircraft are equipped with a rescue hoist with cable lengths ranging from 50 m to 90 m. In 2004 REGA helicopters flew ca. 10,000 rescue missions. REGA operates 10 bases in Switzerland, an additional 3 are run by partner organizations. The bases are spread over the country to guarantee (except in canton Wallis) that any locale can be reached by a helicopter within fifteen minutes.

Airborne Rescue in Germany

Germany's air rescue system is among the most effective and efficient in the world. Helicopters are on stand by on 90 bases for primary HEMS flights, for transport of intensive-care patients, for secondary HEMS and ambulance flights or to transport emergency physicians. Three organizations – ADAC Luftrettung (ADAC Air Rescue), Deutsche Rettungsflugwacht (German Air Rescue), and the Federal Ministry of the Interior – cover almost 90 % of the missions. The remaining 10 % are flown by commercial operators and the SAR services of the Armed Forces. A total number of about 100 helicopters flies well over 80,000 missions per annum.

Note: ÖAMTC Proved EC 135 Single Engine Performance

Extensive tests and evaluations proved that the EC 135 can be safely operated with single engine performance at 3,000 m MSL under mission conditions (AOW 2,635 kg, alt. 9,100 ft, two persons suspended from the long line). The EC 135 not only met but exceeded the numbers of the Aircraft Flight Manual (AFM)!

German Helicopter Association Offers Helicopters to Aid in Southern Asia

The helicopter is the only means to bring aid to some of the regions in Southern Asia hit by the tsunami at the end of last year. Those who had survived the wave and the flood need the help coming from the sky. The WHO estimates about five million persons still cut off from the supply of drinking water.

That was why the members of the German Helicopter Association did not hesitate to offer helicopters to aid in the task of saving lives. On January 3, six helicopters were offered to the aid organizations.

However, while the daily news and pictures from Southern Asia showed the need for helicopters more than clearly, the offer by the DHV was not taken up by German authorities and organizations

EASA Headquarters Officially Opened in Germany

The new European Aviation Safety Agency (EASA) moved into its new headquarters in Cologne, Germany, from where it will work to improve the safety in the European air space. EASA is an independent European safety and supervisory agency with legislative authority. It is responsible for the formulation of Joint Aviation Regulations (JAR) for the civilian air traffic in Europe, for the certification of aircraft, of aviation equipment, and aviation businesses, as well as for the supervision of the application of the regulations in the member nations.

More than 200 attended the first so called industry meeting in Cologne. Purpose of the meeting was to communicate EASA activities and to stabilize links and contacts between the participants. Similar events are planned for the future.

Currently, the agency has a staff of 100 employees, but by the end of 2005 this number will have grown to about 250. It is expected that a total of 350 persons will work at EASA, when it is fully implemented.

Ka-32 Gaining Ground in Western Countries

After the great satisfaction the Canadian operator Vancouver Island Helicopters is enjoying with its Ka-32 (on display at last year's Heli-Expo) Kamov has scored another success in a western country. Spain's largest helicopter operator Helicopteros de Sureste (HSE) has purchased two Ka-32A11BC to raise its number of Ka-32s to four. They are used primarily for fire fighting and have performed magnificently according to HSE's technical director, "There is no equal when it comes to extinguishing bush fire."



Heliswiss's Ka-32 is mostly used for aerial work.

Fotos: Heliswiss; ÖAMTC; Wenske; Marcellino

EH101 – The HEAT is On

At AgustaWestland's Yeovil facility in England, the EH101 Helicopter Electro-Mechanical Actuation Technology (HEAT) integration rig has been officially turned on. The HEAT system will provide an all-electric primary flight control system, featuring electro-mechanical actuators, instead of hydraulic actuators that were employed during trials in Germany on a Sikorsky CH-53 helicopter. This should decrease weight and complexity of the aircraft, and increase reliability, survivability, safety and serviceability.

A Time of Transition



In France a new generation of helicopters is replacing an old one. The French Sécurité Civile and the Gendarmerie Nationale are introducing Eurocopter's EC 145 into service. But for

the time being, the new helicopter of the Gendarmerie (in blue) and the almost mythical "St. Bernard of the Sky", the Alouette III of the Sécurité Civile (in red), are peacefully co-existing in French airspace and on air bases, as our photograph shows. The Alouette III has been in service for almost forty years, and has performed thousands of rescue missions, some under truly hideous flying conditions. It was these missions, that earned the helicopter its nickname.

The EC 145 is by all technical standards the "better" helicopter, as the table below shows, but still has to prove itself to the pilots to earn a nickname like the Alouette II.

Headed for a European Helicopter Training Center?

Since mid 2004, four full motion low-level night-flying simulators for the UH-1D and the CH-53 G are in use at the German Army Aviation Weapons School in Bückeburg, Germany. A total of eight EC 135 simulators will complete this offer of service. Four of these will be ready for the joint basic helicopter pilot training of the German Army, Air Force and Navy by the summer of 2005. Basic training on the modern EC 135 in combination with the simulator training prepares the new pilots in the optimal way for the transition to the new helicopter systems NH90 and TIGER.

In the future, the school will also receive two NH90 simulators. This contract was signed between the German Armed Forces and Helicopter Flight Training Services GmbH (HFTS), a consortium consisting of Eurocopter Germany, CAE Germany, Rhein Defence Electronic Germany and THALES France. HFTS will provide NH90 helicopter training in three industry-owned training centers located in Bückeburg, Fassberg and Holzdorf (GAF).

INTERNATIONAL CONFERENCE AND UNIQUE MUSEUM

Bückeburg is also the home of the Helicopter Center and Helicopter Museum Bückeburg. The many exhibits mirror the whole "world of vertical flight". The Center traditionally hosts the biennial International Helicopter Forum to be held again this year from June 29 to 30, 2005 on the premises of the Army Aviation Weapons School in Bückeburg. Main theme of the 24th Forum is "The Development of the Helicopter – Specialised in Flexibility". Attendees and speakers will range from members of the industry to civil, parapublic and military operators.

AERIAL WORK CONFERENCE AT AERO 2005

German Helicopter Ass., AERO, and ROTORBLATT are preparing a conference on aerial work to be held at the AERO in Friedrichshafen, Germany (April 21 - 24, 2005).

HeliCenter at ILA Berlin Air Show – The Place to meet



EAST MEETS WEST MEETS EAST

ILA BERLIN AIR SHOW 2006

While some like to differ between the "old" and "new" Europe for political reasons, this is especially wrong for the European market. Europe is growing together like never before. The joining of the EU by many Eastern European nations in 2004 opened up new markets and offers interesting perspectives beyond the EU's borders – in Russia, Ukraine, Belarus and other countries.

This is especially true for the aviation business as an important drive for economic growth. It is the combination of modern old Europe and the new, aspiring nations that is forming the basis for trade. Berlin, and with it the ILA Berlin Air Show and its internationally recognized HeliCenter, is at the core of this new trading hemisphere. This makes it the ideal platform for the entire rotary-wing community to

- present their products, accessories, supplies (dedicated helicopter exhibition hall),
- make and renew contacts (lobby area, Come-Together meetings),
- gain important info and exchange experiences and knowledge (conference program, "Meet the Experts"),
- present helicopters in static and flight displays (ILA heliport).

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