

R22 Pilots Win Helicopter Championships

Japanese Pilot Mitsuo Aoyama flew his Robinson R22 to win the Rosemary Rose Memory Cup (first place) in the Free Style event at the 11th World Helicopter Championships in August. The Free Style event allows pilots to be creative in their exhibition. Aoyama demonstrated the R22's unparalleled maneuverability and his precision flying skills, complete with music and a colorful smoke show.

The World Helicopter Championships provide an international opportunity for the world's best pilots to demonstrate their flying and navigation skills. This year in Aigen, Austria, 52 teams representing 15



Peter and Martina Mennel flying for the Bronze.



Mitsuo Aoyama wins the Free Style.

countries came together August 5 through 11 to compete in five events: Navigation, Timed Arrival, Precision Flying, Slalom, and Free Style.

Aoyama also flew in the other four events at the Championships as a co-pilot for Alpha Aviation President Shizuka Saito. The two have competed as a team each of the last four years, winning Gold medals in 1999 and 2000.

Austrian Peter Mennel flew his R22 with his wife Martina to claim the Bronze

medal for overall score. They came in just five points behind the winning Russian crew that flew an MI2. Additionally, the pair was instrumental in Austria's Gold medal for total team scores. The Mennels received the highest score of the Austrian team. Austria competed with three helicopters and crews.

Dr. Mennel is a doctor of law and the CEO of Bank Sparkasse in Bregenz. With seven years of helicopter experience, he has just over 1,000 hours in the R22 helicopter and 1,600 total helicopter hours.

Martina, a middle school home economics teacher, does not have a helicopter license, but she proved invaluable to Peter. "The navigation portion was tough because she doesn't fly herself, but there is a lot of work a co-pilot must do in each of the tests. She did very well and I'm proud," he said of his wife.

Heliflite Toasts 25 Years with RHC

Located at Bankstown Airport, New South Wales, Australia, Heliflite Pty. Ltd. reached another milestone with 25 years as a Robinson Helicopter Company distributor this year.

"Robinson Helicopter Company has been privileged to have Heliflite as its distributor for the past 25 years," said Frank Robinson, founder and president of Robinson Helicopter Company. "When we first met Lyndsay Edmonds, very few people in the aviation industry had even heard of Robinson. Heliflite and its staff have done an exceptional job, not only introducing our products to the Australian market many years ago, but in establishing them as the most prominent and popular helicopters in Australia. It has been a great pleasure working (continued on page 2)

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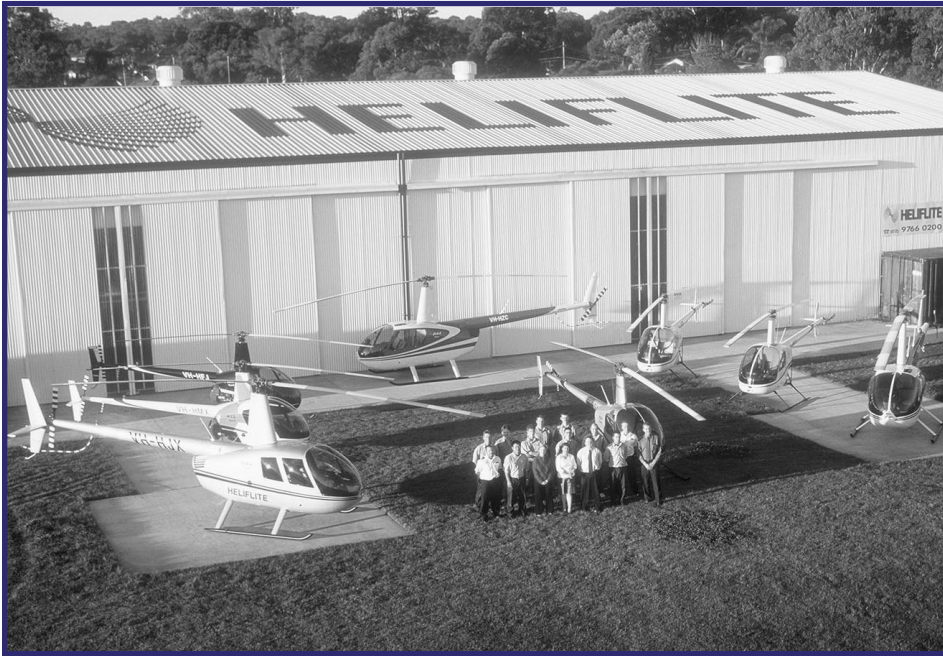
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Heliflite Celebrates 25 Years with RHC



Serving Australia's Robinson Needs for 25 Years.

(continued from page 1) with Heliflite, and we look forward to a continued successful association in the next 25 years."

Heliflite imported the first R22 into Australia in 1980 after placing orders for seven aircraft in 1977. The R22's popularity in Australia has been phenomenal ever since with its appeal to first time private owners, training facilities, and cattle musters. The R22 went on to become the

largest selling civil helicopter in Australia.

In the early 1990's Heliflite imported the Robinson R44, providing the Australian market with an affordable, class-leading four-seat helicopter. Like the R22, the R44 has become an extraordinary success Down Under.

With more than 350 new, overhauled, and pre-owned Robinson helicopters currently in Australia, Heliflite's extensive

operation goes beyond helicopter sales to include service, spare parts, and safe flying support. All services are available after hours. Heliflite's spare parts division provides new, overhauled, and second-hand Robinson helicopter components and accessories 24 hours/seven days a week, with next day delivery in Australia.

Heliflite engineers have overhauled Robinson helicopters in Australia for nearly two decades. Its service center team includes four fully qualified RHC factory trained engineers (mechanics) plus engineering support staff on board with Heliflite's two most experienced engineers, General Manager/Chief Engineer Peter McGee and Peter Hoyle, having served the company for 16 years and 18 years respectively.

Heliflite established a professional pilot training school in 1976 which has trained hundreds of local and overseas students and assisted graduates into positions, with many going on to build major helicopter pilot careers throughout the world.

The company hosts Robinson's Factory Safety Course in association with Bankstown Helicopters. Earlier this year a record 60 Robinson helicopter pilots attended Heliflite's 4th Robinson Factory Pilot Safety Course. Robinson's own Senior Check/Training Instructor Tim Tucker once again presented the course.

R22 Pilots set New World Record

Zoë Smith wanted to do something different with her hour building between Private and Commercial licenses. So different, in fact, that no one could say it's been done before. She approached Capt. Richard Craske, chief pilot of Tiger Helicopters in Shobdon, England, and asked to break a world record as a part of her instruction.

Several calls and e-mails to the Guinness World Record Organization soon ascertained they could very possibly break the world record for the most airfields visited in one day by an aircraft. The old record was 57.

Thus began five months of planning. Guinness set parameters for the world

record. It could be attempted by any aircraft, the airfield had to be on a current chart or publication, it had to have a usable runway of 300 meters, and written permission was to be obtained from each airfield prior to the record attempt.

The pair chose an initial 120 airfields in Britain that could realistically be attempted in a day. Due to world (continued on page 3)



Zoë Smith and Capt. Richard Craske Break the Record.

New World Record

(continued from page 2) events and increased security, the military airfields denied permission. With many airports not having contact information on the charts, extensive research narrowed the number further. A dry run to a few more of the airports proved invaluable, as while they were on the chart, they no longer existed. In the end, 103 airfields were chosen and permission gained, three more than the 100 set as a personal goal for the two.

After several attempts to work out a route, which kept changing due to available airfields, the team finally settled on an itinerary that would allow for 12 hours of flying and four fuel stops. The route was planned down to the minute as more than half the airports wanted an ETA as a condition of giving landing permission. This left very little time to find each airport since no GPS was used. To satisfy the Guinness people, the team would take two pictures at each airport and arranged for a personal squawk code for the route so there was back up proof from radar and radio calls.

The two also sought sponsorship to offset the expenses. While airfields in England charge landing fees, they waived the fee in support of the world record attempt. Tiger Helicopters offered the helicopter at a discounted rate, AFE provided flight equipment including charts, RSH Airware provided clothing, and Ken Anderson of Welland Cars and Carmel Hazan provided financial assistance.

Everything was finally set, except for the day. To get in 12 hours of flying, plus rest and fueling times, Smith and Craske planned for early summer when the days were longer since many airports didn't allow night operations. After weeks of checking weather almost constantly, the forecast highlighted Wednesday, June 19, 2002. Conditions across the country were to be clear with the exception of a little mist in one spot. It was now or never.

The team quickly called the 60 or so airfields that wanted a specific day and time of arrival then moved the helicopter to the starting airfield, Derby, the night before the flight. At 4:20 a.m., June 19, thanks to the airfield owner's willingness to open the airport early and even provide coffee, the team took off on their journey.

RHC Quick Stops

Key to the Raven II

Robinson now has one black molded key which will operate in both the door and the ignition. The keys will be standard on all Raven IIs and will be installed on Ravens beginning with Serial Number 1285. Robinson will still supply the keys in sets of two, just in case you lose one.



Door Pins Change

All new R44 helicopters will be delivered with new circular door clips to replace the old cotter pins. These clips will be in all Raven IIs and Ravens from Serial Number 1240. The clips will be less of a hazard to clothing which could be snagged by the cotter pins.

New Clipper Wheels

New wheels are available for all Clippers with pop-out floats from Serial Number 1256. The wheels slip into brackets on the inside of the skid with two prongs. The new wheels eliminate the need for blocks and the old Clipper wheels currently used to ground handle the helicopter.



Smith and Craske tried to plan for everything, but were surprised by a few events. While passing through a military zone, despite all the previous written clearances and prearranged squawk code, the controller had not heard of the helicopter and assigned a new code. At one airport, the team waited 15 minutes for pre-booked fuel then was called to the tower to pay landing fees, as the attendant was unaware of the record attempt or the agreement to waive fees.

The team was concerned that the larger airports may have forced the helicopter to hold, thus wasting precious daylight. As it turned out, Smith's precise planning, prior permission, and exact ETA schedule assured the helicopter clearance in and out of the airport quickly.

"I felt it was important to act in only an advisory way, ensuring Zoë made the most of her learning on this trip," Craske said. "She meticulously organized the planning and whilst I guided her, Zoë takes the

credit for how the day mirrored the plan."

Of all 103 airfields, only one was missed. Early in the first leg, the team failed to find a small farm airfield. Unsure what additional delays lie ahead, they opted to move on and skip that airfield.

Perhaps the biggest surprise to Smith and Craske was the support. At fuel stops they received warm welcomes, food, and even press coverage. At almost every airfield people turned out to take pictures and wave on the team, including those airfields visited in the wee hours of the morning. Despite the long hours and hot midday leg flown into the sun, the support kept spirits high, Smith says.

Upon landing at the final airfield, Sheffield City Airport, the two were greeted by friends, press, and supporters for a celebration and photos. The entire trip was 12.3 hours and 102 airports. A certificate now hangs on their respective walls, The Guinness World Record of the Most Airfields Visited in One Day.

R44 is First Piston at Cape Horn Island

The Robinson R44 became the first piston helicopter to land at Cape Horn Island on April 4th this year. R44 owner Sergio Nuno took his helicopter to the Island as a part of his film project, which is recording a re-creation of Charles Darwin's trip from 1832 to 1837 between Southern Argentina and Northern Chile. Producer and director for the project, Nuno uses his R44 as a camera and scouting ship.

Cape Horn Island is the southern most point of South America, known for its treacherous wind, weather, and seas. From there, the next point of land to the South is Antarctica, more than 600 miles away. The triangle-shaped island is a remote, uninhabited wasteland with little vegetation that measures about two miles on each side. Only a few Chilean Navy personnel stay on the island temporarily to maintain the lighthouse and radio equipment.

Nuno arranged for a Chilean Navy BO 105 to accompany the R44 to provide support and, if needed, immediate rescue should something go wrong. The water temperature is just above freezing with 12- to 18-foot waves. The air temperature the day of the trip was about the same as the water. If there were an accident, a rescue would need to take place in minutes.

Until 1988, no civilian had landed on the island. Nuno was the first in a JetRanger that year. Since then, several



Sergio Nuno and his cameraman on Cape Horn Island.

turbine helicopters have gone, yet Nuno's return would mark the first for a piston.

Nuno and his team traveled to Port Williams, a Navy base 250 miles north of the Cape, to wait for the best weather. The winds at Cape Horn can be between 20 to 60 knots on a typical day and can quickly change speed and direction without notice. Weather is also unpredictable. Snow, rain and fog can all come in the same afternoon.

After two weeks of waiting at Port Williams, Nuno got the 15 knots or less of wind at Cape Horn and unlimited visibility required to take off.

Former Navy pilot Alfonso Wenzel acted as pilot-in-command with Nuno as co-pilot and cameraman Victor Gonzalez in the back of the R44. During the one-hour trip to

the island, winds increased to 30 knots in flight and 25 knots for landing. Things were turbulent as they came over the last set of mountains before the Cape at 6,000 feet.

The crew spent two and a half hours on the island and then battled 40-knot winds on the way home.

"I would not recommend this experience to pilots with less experience than Commander Wenzel," Nuno said of his 2,600-hour pilot.

Nuno did the trip in the same helicopter, S/N 288, he used to film bird migrations from the United States to the South of Chile in 1996 with Frank Robinson.

"This ship has flown from Torrance to Cape Horn, 16,000 kilometers, without one mechanical problem," Nuno boasts. "We needed only to replace the battery, which was stolen in Central America."



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