

R44 Gets Russian Type Certification

The Robinson R44 is the first U.S. manufactured helicopter approved by Russia and the other states of the Commonwealth of Independent States (CIS) which include Azerbaidjan, Armenia, Beloruss, Georgia, Kazakhstan, Kirgizstan, Moldova, Russia, Tajikistan, Turkmenia, Uzbekistan, and the Ukraine.

A highly-qualified, fourteen-member team from the CIS Interstate Aviation Committee spent a week and a half in Torrance, California at the Robinson Helicopter factory completing the Type Certification review for the R44. In addition to the Russian team, personnel from the FAA and an engineer from Lycoming, the powerplant manufacturer, participated in the technical review.

The team's primary focus was to determine the differences between FAA and



Left to Right: Leonid Belyaev, CIS Pilot Yuriy Zimin, Robinson Pilot Doug Tompkins, and Garislav Buyanski.

CIS certification requirements and to ensure that the R44 is in compliance with Russian requirements. Very few modifica-

tions were required to comply with CIS airworthiness requirements; new R44s exported to Russia will (continued on page two)

Extended Warranty Announced for Future R22 and R44 Helicopters

The Robinson Helicopter Company limited warranty for new R22 and R44 helicopters ordered after 01 February 2002 has been increased from twelve months to twenty-four months. (All other terms and conditions of the Robinson limited warranty remain unchanged.) The reliability experience of both the two-seat R22 and four-seat R44 have made this warranty

extension possible without a price increase or an additional surcharge.

The engine manufacturer, Lycoming, has also agreed to increase their warranty from one year to two years for engines installed in new Robinson R22 and R44 helicopters ordered after 01 February 2002. This again is made possible by the exceptional reliability record of Lycoming engines in

Robinson-manufactured helicopters where the powerplants are derated and operated with reduced power limits, compared to other helicopter applications. For additional information, contact Robinson customer service at customerservice@robinsonheli.com, or the new warranty can be viewed and printed in PDF format on the Robinson website at www.robinsonheli.com.

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The CIS technical group at work. From left: Petr Volovik, Oleg Lukienko, Viktor Priymak, IrinaKozlova, Valentine Kiyashko, Yuriy Zimin, Garislav Buyansky, and LeonidBelyaer.



"The Team," from left: James Wang (FAA), Irina Kozlova, Lynda McFall (RHC), Oleg Lukienko, Viktor Primak, Doug Tompkins (RHC), Gordon Acker(FAA), Vladimir Putlin, Yuriy Zimin, Steve Turnour (RHC), Garislav Buyanski, Igor Kulikov, Leonid Belyaev, MikhailBurman, Pete Riedl (RHC), Petr Volovik, and Valentine Kiyqashko

Russian Certification (continued)

have altimeters calibrated in meters (instead of feet), and the heated pitot and artificial horizon (which are normally optional) must be installed as required

equipment.

CIS test pilot, Yuriy Zimin, was very impressed with the flying qualities of the R44, especially its "easy autorotation characteristics."

GALS Helicopters, the Robinson dealer in Russia, is based at the Myachikov Airport in Moscow. The company has already taken delivery of four R44s and has placed orders for three more.

'Region One' Getting Second R44 Police Copter

The Air Support Division for the cities of El Monte, Baldwin Park, and Montebello, California has just received confirmation that city officials have approved the purchase of a second R44 Police Helicopter.

The multi-city unit started with a two-seat R22 helicopter several years ago during the Los Angeles riots. "We were the

first department to use an R22 for law enforcement, because of the Robinson's cost-efficiency," reports Sgt. Gary Haidet. "We now use an R44 seven days a week, six hours a day. We perform the same missions as other agencies who operate more expensive helicopters, but at less than half the cost."

Adding the second aircraft will allow the unit to provide emergency response to other cities and to expand the services it already provides to 'Region One.' It will also provide a back-up aircraft for the Air Support unit when its current R44 Police Helicopter, which is rapidly approaching its 4400-hour TBO, goes to the Robinson factory for overhaul.

Region One's airborne law enforcement unit employs only a part-time mechanic for maintenance of its R44, and according to Sgt. Haidet, "the helicopter is virtually never down for maintenance. The R44 has really enhanced our capabilities to provide our citizens and officers with an added measure of safety on a daily basis."

Region One uses its R44 for a wide range of law enforcement activities, including searching for lost or missing children, locating missing aircraft and/or vehicles, drug interdiction and surveillance, field searches and escapes, and to assist ground units in the event of dangerous high-speed vehicle or foot pursuits.

The unit typically flies about 100 hours each month and responds to over 200 radio calls. Seventy-five percent of the time, the R44 is first on the scene, and in many instances, the calls are directly related to the safety of officers on the ground.



"Region One's" Air Support Crew

Estonian Government Confirms Purchase of Four New R44s; Two Police Helicopters and Two Clippers

The Estonian Air Force has ordered four Robinson R44 helicopters for delivery this year.

Two of the aircraft are fully equipped Police Helicopters which include Infrared sensor and Zoom Color TV camera, fold-down



R44 Police Helicopters include Inframetrics 445G-MKII Infrared Sensor and Camera (above left) and Spectrolab SX-5E Searchlight (above right) as standard equipment.

monitor, VHS recorder, searchlight, dual audio controller, dual band receiver and two Comm radios, GPS, transponder, and observation doors.

The other two aircraft are float-equipped R44 Clippers. One will have fixed utility floats, and the other will have pop-out floats. Robinson will also provide training for the crews and maintenance staff.

The delivery of the four R44 helicopters will double the fleet of the Estonian Air Force and the Border Guard Department. The latter has two airworthy Mi-8 helicopters, and two non-flying Mi-8s. The air force had three Mi-2 light helicopters, which are no longer airworthy.

The total contract is valued at approximately \$2 million, and the first helicopter is scheduled for delivery to the Amari Air Force Base in May 2002. The primary missions for all four aircraft



will be training, liaison and observation flights. The two helicopters with Infrared cameras will be used for search missions, as well.

Safety Spotlight: Letter from Injured Photographer

Dear Mr. Robinson,

I am writing to ask you a favor. As you may recall, the R22 I was in on 7/1/00 went down, due to settling with power in East Northport, Long Island, New York. Through an act of God, I am walking and talking today, and I believe the pilot is doing fairly well.

Here's the favor: Please remind all of your Dealers and Schools to follow very closely the Safety Notice (SN-34) you sent me a while ago, which states that any commercial pilot on a photo flight mission with a photographer must have a minimum of 500 hours in the R22. My whole situation and much time, effort, labor (not to mention money, pain and suffering) could have been *totally* avoided had the people I flew with that day followed your Safety Notice. I believe the FAA requires all Safety Notices to be read and followed by all pilots. This makes

a lot of sense! After talking to some people in and around airports, I've heard that one of the ways low-time pilots can build their hours is to do photo flights! *This is a big mistake! This can be fatal!*

Please remind your people across the country and world that photo flights require much skill and a lot of experience. Accidents of this nature are no good for anyone, and I believe are avoidable.

Since 1986, I've had a lot of *good* experiences in an R22, it's quite a versatile machine. I have not been back in an R22 since the crash, it shook me up quite a bit. Luckily, we were only 150 feet AGL or so. Keep up the good work, and please remind your people from time to time!

Yours truly,
Mark Fitzgerald
January 25, 2002

Robinson Pistons Outsell Turbine Helicopters Again

Robinson was once again the most prolific manufacturer of civil helicopters last year, producing 328 new aircraft (down slightly from 390 units in 2000), edging out Eurocopter whose turbine deliveries totaled 280 units in 2001 (up from 241 units the previous year). To date, Robinson has built over 3300 R22 helicopters, and nearly 1200 R44s.

Despite predictions from some industry experts, the market for piston-powered helicopters continues to dominate civil helicopters sales, both in the United States and abroad. Of the 328 aircraft delivered, 194 were four-seat R44s, and 134 were two-seat R22s. Export sales totaled 176 helicopters, and represented 54 percent of the 2001 shipments. Robinson's largest foreign markets (in terms of the total number of new Robinson aircraft delivered to each country) were the United Kingdom with 30 aircraft, Australia with 20, Brazil and South Africa with 16 each, followed by Japan with 12, and Canada with 11 new Robinson helicopters.

Pistons Again Outperform Turbines



When it comes to reliability, properly derated piston engines, like those used in the R22 and R44 helicopters, continue to establish better reliability records than turbine engines.

The statistical table below illustrates the *piston-powered* R44's significantly higher engine reliability compared to light *turbine* helicopters.

Despite being the top-selling helicopter during the past eight years, the R44 continues to have the lowest number of accidents due to engine failure or mechanical malfunction, compared to other light helicopters.

U.S. HELICOPTER ACCIDENTS FIVE YEAR PERIOD

January 1996 through December 2000

Aircraft Type	Total Number of Accidents	Pilot Error	Engine Failure	Mechanical & Maintenance	Undetermined	Fatal
Robinson R44 Series	6	5	0	1	0	1
MD/Hughes 369/500 Series	76	42	9	19	6	17
Bell 206/Jet Ranger Series	106	84	13	9	0	15

Source: December 2001 National Transportation Safety Board data for January 1996 through December 2000.



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