

Robinson Announces New R44 Raven II



The new Raven II paint scheme.

Robinson announced that it will now accept orders for the new R44 Raven II. The Raven II has more power, a higher gross weight, a 28-volt electrical system, and increased altitude performance.

The Raven II is currently completing FAA certification testing, and Robinson expects to receive the FAA type certificate in late August or early September 2002.

Robinson announced a base list price of US\$335,000, just \$28,000 higher than the current R44 Raven. Optional avionics and equipment will be priced the same as the current model. See the chart (below) for the Raven II's preliminary performance specifications.

Metro Networks Takes Delivery of First Digitally Equipped R44 Newscopter

Robinson delivered its first digitally-equipped R44 Newscopter this month to Metro Networks. This helicopter is Metro's ninth R44 and Robinson's twenty-ninth ENG helicopter.

The new digital Newscopter is equipped with a 360-degree, continuous rotation,



Metro Network's R44 Newscopter with digital camera.

five-axis, gyro-stabilized camera system. It has an Ikegami HL-59WNA digital camera and Canon 21x lens.

The high-resolution broadcast camera

Raven II Preliminary Specifications

Preliminary Data Revised 10 July 2002

Powerplant:	Lycoming IO-540 Fuel Injected, Angled-valve, Tuned Induction
Max continuous rating in Raven II to 10,000 ft ISA:	205 BHP at 2718 RPM (102%)
5 Minute take-off rating in Raven II to 5,200 ft ISA:	245 BHP at 2718 RPM (102%)
Electrical System:	28 Volt with 70 amp alternator
Gross Weight:	2,500 lb
Empty Weight w/standard equip:	1,500 lb
Passengers, Baggage, etc. - with standard fuel (30.6 gal):	816 lb
Passengers, Baggage, etc. - with auxiliary fuel (18.3 gal):	706 lb
Hover Ceiling IGE @2500 lb GW:	*8,400 ft
Hover Ceiling OGE @2300 lb GW:	*6,800 ft
Hover Ceiling OGE @2500 lb GW :	*4,200 ft

*Performance specifications are based on RHC flight testing to date and may change.

system includes a redesigned, lightweight, ergonomic laptop control console designed specifically for the R44.

"Everyone is asking for a digital platform," reports Steve Lentz, Vice President of Aviation for Metro Networks. "Robinsons are making helicopter ENG a profitable program for us."

"We've opened new markets where we

wouldn't have been able to have a helicopter because of the R44's affordability," continues Lentz. "This system could create even more demand."

Robinson produced the new camera system entirely in-house to control development, quality, and production scheduling. Robinson selected the compact, lightweight Ikegami camera (continued on page 2)

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Robinson Donates \$1 Million to the American Helicopter Museum



The American Helicopter Museum receives a \$1 Million donation from Frank Robinson. Left to Right: Barbara Robinson, Frank Robinson, Peter Wright and Simone Wright

In May, Frank Robinson, founder and president of Robinson Helicopter Company, delivered \$1 million to Peter Wright, Chairman of the American Helicopter Museum - the only "all-helicopter" museum in the United States. Robinson is committed to making sure helicopters are not second-class citizens in the nation's aviation museums; he made another \$1 million contribution less than two years ago to the Smithsonian Air & Space Museum to assure that its new facility at the Dulles Airport will include a section devoted specifically to rotary wing aircraft.

Wright flew to Robinson's California fac-

tory to accept the check - by far the largest contribution ever received by the museum. The funds are earmarked specifically for the purchase of the museum's leased facilities on five acres of the Brandywine Airport in West Chester, Pennsylvania.

Robinson's contribution will allow the museum to occupy the entire building which has ample capacity for visitor growth and expansion of the museum's collection and exhibits, including display of one R22 and one R44 helicopter to be loaned by Robinson. Also planned are expanded teaching facilities, with particular emphasis on interactive exhibits, to pro-

vide exciting learning experiences for students and to remind all visitors of the positive impact helicopters have on everyday life. The project is scheduled for completion in approximately two years. Opening ceremonies are tentatively set for October 2004 to coincide with the 75th anniversary of the first successful rotary wing flight in the United States.

The American Helicopter Museum was founded in 1993 and began operations in 1996 under the leadership of founder Peter Wright, Jr. and a dedicated group of volunteers who have contributed more than 100,000 hours and helped restore many of the historic aircraft in the museum's collection. The museum is unique in its exclusive focus on the science and technology of rotary wing aviation and was voted "Best Scientific Outing" by Philadelphia Magazine. Current facilities include a gift shop, a restoration area, and exhibit space with over 35 helicopters, autogiros, and convertiplanes, eight of which are fully accessible for hands-on experiences.

The museum launched its capital campaign in April 2002 to raise \$4 million. In addition to acquiring the building, the museum will use additional funding to increase exhibit and programmatic space, and to build an endowment to sustain future operations and programs. With the Robinson gift, a total of \$1.3 million has been raised to date.

For more information about the museum, go to the museum's website www.helicoptermuseum.org.

Metro Networks Receives First Digital R44 Newscopter

(continued from page 1) and redesigned the gimbal for a perfect fit.

In addition, the control console was redesigned to house the digital remote control and Robinson extras, including integrated transmit, intercom, and video switches.

With the higher resolution, broadcast-quality picture, the digital system provides ease of precision operations through the digitally-controlled gimbal.

The new digital system is lighter, easier

to maintain, and is better able to tolerate extreme temperature changes and harsh environments. The Newscopter's new ergonomic control console (right) weighs only four pounds and features integrated transmit, intercom, and video switches, snap zoom function, access to full camera menu, lighted display, and a joystick that controls X, Y, and Z-axis movement.



R22 Owner Flies to Ground Zero the Day After

On the morning of September 11, 2001 Pennsylvania Cardiologist Michael Selig was waiting to take an airplane checkride at Queens City Airport in Allentown, Pennsylvania when he saw the devastating news.

That afternoon he received a fax from the Pennsylvania Medical Society alerting him that New York City needed volunteer physicians to help with the September 11 terrorist attacks. Selig's wife suggested he go to assist, but all the roads, tunnels and bridges into the city were closed. The local twin-turbine Medivacs were not interested in taking volunteer physicians to the site. Being just 50 miles away by helicopter, he

only one in the sky."

"I just can't explain how lonely it felt, how strange," Selig said. The two could see the smoke on the horizon ten minutes into the forty-five-minute flight on that crystal clear day.

"I was scared to death, because I had just received my private license a few months earlier and was not sure what was going on with the restrictions," he said. "It was so desolate.

There was no one at all on the radio, and I was so used to it being busy. No one was in the air except for a couple of police helicopters and F-16s. Newark Airport looked deserted. It was as though an atomic bomb was dropped. As we got closer, we could see the Statue of Liberty on the right and the towering smoke on the left; what a paradox".

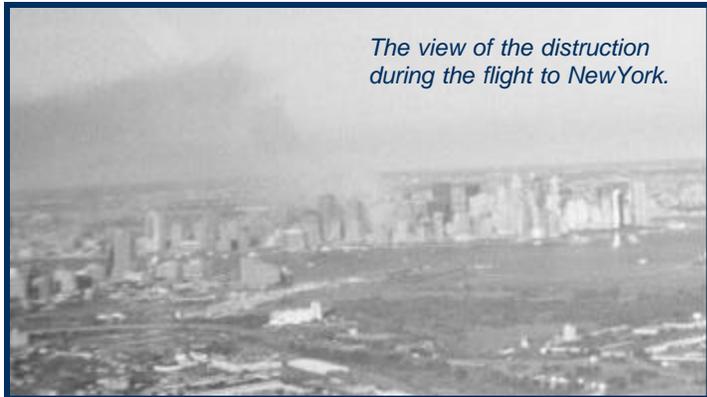
Selig was handed off between airports and approach controls. Unfortunately, approach forgot to hand off the little helicopter to Wall Street Heliport which resulted in the doctor and his partner being greeted by thirty policemen with guns drawn yelling for them to shut down the engine.

Once the confusion cleared, the shaken Selig and Nash were transported via police car to St. Vincent hospital. "We were driven through the streets at 60 miles per hour. No one was on the roads, other than emergency vehicles. There was a three-inch layer of what looked like volcanic ash everywhere."

Selig arrived at the hospital only to discover there were more doctors than sur-

vivors. One medical student who stood with a group of doctors in front of the building told him, "We were called in to sign death certificates." The doctor then hitched a ride with the police to Ground Zero where he thought he might be of better assistance. After checking in and getting a hardhat and carbon filter mask, he learned his services were still not needed. "There was so much disorganization and devastation," he explained. "It was breathtaking. Everyone was helpful, kind, and attentive. You would not have even thought that you were in a large city. We checked around on our own and then headed back."

Selig returned to the city on September 16th, this time after calling Wall Street Heliport himself to alert them. There was now a call for psychiatrists, so he flew his colleague, Dr. Sam Carson, in to help.



decided the best way to get to Manhattan was via his R22-HP helicopter.

On September 12, Selig began making calls to see how he could fly into the city to volunteer his services under restricted, high-security airspace. "I called the Tower at Lehigh Valley International Airport and Flight Service, and both were at a loss as to what the procedures were or what I needed to do," he recalled. "It took hours. I finally got a lifeguard squawk code used for the local EMS helicopters. They instructed me to keep the transponder on with that frequency, or I would be shot down. It was a no tolerance situation. I began having second thoughts."

It took twenty minutes for Selig and his partner, Rich Nash (an experienced helicopter pilot), to receive permission from clearance delivery and another ten minutes before the tower would let them go. Once in the air, it became the most eerie flight of their lives. Selig was cleared for 3,000 feet, but asked for lower. The response was, "fly wherever you want. You are the



While he answered the call for help twice, Selig was never able to assist as a physician. However, he was able to fly in Dr. Carson, whose services were in demand, and helped significantly in his role as a helicopter pilot and R22 owner.

China Receives Its First R44 Police Helicopter

Robinson delivered China's first R44 Police Helicopter to the Zheng Zhou Public Security Bureau following the China Police Expo 2002 earlier this month. Prominent Technology Enterprise (PTE), Robinson's authorized dealer in China, delivered the helicopter to the Zheng Zhou Police. PTE Director and Manager Wilson Liao stated that the agency is anxious to use its new R44.

"Two police officers from Zheng Zhou have already received training in the R44 and want to begin using the R44 Police Helicopter immediately," Liao said. The police agency plans to use the helicopter primarily for patrol, surveillance, and training.

Prior to delivery, PTE displayed the new R44 Police Helicopter at the China Police Exposition in Beijing. The R44 Police



Helicopter features the FSI 445G-MKII infrared camera system, Spectrolab SX-5E searchlight, and a complete FM radio package with NAT AMS 42 Dual Audio

Controller. The audio controller allows the observer to communicate independently on up to three FM radios.

PTE invited Robinson Product Support V.P. Kurt Robinson and El Monte Police Officer, Agent Robert Muse, to deliver a seminar at the exposition on how American police agencies use helicopters. Liao noted, "Our first goal is to educate the police agencies in China on the

role of the police helicopter in law enforcement. Now that China has an R44 Police Helicopter in the He Nan province, our job will be much easier."

English Pilots Fly R44 Helicopter to the North Pole

U.K. pilots Steve Brooks and Quentin Smith flew Brooks' R44 Raven helicopter, G-NUDE, to the North Pole in late June 2002. The pair left Anchorage to fly north over the Arctic Circle and then followed the Northwest Passage to Resolute Bay.

From there, G-NUDE and a twin Otter flew fuel to Ward Hunt Island, the most northerly landmass, from where most polar explorers start their expeditions.

Once fed and rested, Brooks and Smith flew 200 miles onto the polar cap to set up

their forward fuel dump. Due to the ice drifting, technology was required to track the fuel.

However, technology failed, so Smith left Brooks on the ice with a tent, rifle, and hand-held radio.

Some ten hours later, Smith returned with additional fuel, and the pair then refueled the helicopter and flew to the Geographic North Pole, landing at N90.00.00. Having set up camp on the ice with a small hole in the ground as the ice

bucket, the two pilots raised their glasses, whereupon Smith promised to return Brooks to England within two weeks for his marriage to Joanna Vestey, a professional photographer and licensed R44 pilot.

After a good night's sleep, despite the 24-hour daylight, the pair returned once more to the Canadian coastline and Ward Hunt Island. Their adventure marked the first flight of a piston-powered helicopter to the North Pole.



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