

Frank Robinson Retires



Frank Robinson founded Robinson Helicopter in 1973 and developed the R22, R44 and R66 helicopters.

Frank Robinson, founder of Robinson Helicopter Company, officially announced his resignation as President and Chairman of the Board effective August 10, 2010.

Robinson intended to retire on his 80th birthday in January 2010, but elected to postpone his retirement until the design of the R66 Turbine was complete. With R66 production underway, Robinson decided to make his retirement official. Kurt Robinson was elected by the Board of Directors to assume the positions of President and Chairman.

Frank Robinson founded the Torrance, California company in 1973 and without question has been the driving force behind its success. Robinson Helicopter currently manufactures more civilian helicopters than any other helicopter manufacturer in the world.

RHC's upper management team remains in place and the Company does not anticipate any significant changes. Kurt Robinson, who started at the Company in 1987, stated that "while there is no one person that can replace Frank, we have a

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Robinson R66 Turbine Receives FAA Type Certificate



Frank Robinson (center) celebrates the FAA certification of the R66 Turbine with Kevin Hull (left) and Albert Lam (back row) from the FAA's Los Angeles Aircraft Certification Office, and Robinson president Kurt Robinson (right).

On October 25, 2010, three years and eight months after Robinson Helicopter publicly announced plans to develop a five-place turbine helicopter, the Federal Aviation Administration (FAA) presented Frank Robinson with Type Certificate No. R00015LA for the much-anticipated R66. The FAA also presented Robinson with an amended Production Certificate that now includes the R66, allowing Robinson to begin deliveries.

Preliminary design of the R66 began in 2001 but engineering began in earnest in 2005 when Robinson reached an agreement with Rolls-Royce to develop the RR300 turbine engine. Frank Robinson had considered other power plant options, but ultimately collaborated with Rolls-Royce on the RR300, a derivative of the Rolls-Royce model 250 series. The concept of the R66 is the same that launched the R22 in 1979 and the R44 in 1992: a helicopter designed to perform as well or better than its competitors but for a lot less money. The R66 is certified to the current amendment of the federal regulations, including the latest crashworthiness standards. Pete Riedl, Robinson's Chief Engineer, stated, "Because we were not working to a hard deadline, we had the opportunity to refine and optimize the design. The performance of the aircraft, so far, has met or exceeded all of our expectations."

Dealer and maintenance support is growing with nearly sixty R66 dealers approved. Robinson is continually reviewing applications and expects to have world-wide sup-

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R44 Pilot Provides Aid to Alaska Plane Crash Survivors



Tom Tucker in front of his R44 Raven II.

photo credit: Mark Thiessen

Tom Tucker, owner of Tucker Aviation, transported emergency medical aid in his R44 Raven II to the site of the plane crash northeast of Dillingham, Alaska that killed former Alaskan U.S. Senator Ted Stevens and four others on 9 August 2010.

After Senator Steven's plane, a De-Havilland DHC-3 Otter carrying nine people failed to arrive at a designated fishing camp on the afternoon of 9 August, the FAA was alerted and search parties were quickly organized. Bob Himschoot, an employee of the Agulowak Lodge where Steven's party was staying, called his friend, Tom Tucker, and asked for assistance.

It was a civilian airplane pilot who first spotted the downed DHC-3 and broadcasted its GPS coordinates. Tucker and Himschoot, already airborne, immediately flew to the location. The plane had crashed in rough terrain settling on a rocky 40 degree slope covered with alder and willow brush. Tucker circled the site several times before landing his R44 about a half mile above the wreckage. Himschoot got out to investigate while Tucker took off heading back to Dillingham for help. After several trips, Tucker delivered a doctor, two medical technicians and emergency medical equipment to the site.

The remoteness of the crash site and adverse weather conditions prevented the Coast Guard from reaching the location until early the next morning. Tucker stayed at the scene assisting the medical team until the Coast Guard arrived.

Pilot Flies R44 Clipper II from Belgium to California

Weight was critical to Paul Bossens as he set out on 1 July 2010 to fly his R44 Clipper II (OO-HEY) with standard fuel tanks from Belgium to Robinson's factory in Torrance, California. Bossens and co-pilot Peter Koekelkoren flew the Clipper II from Belgium to Scotland, then to the Faroe Islands, Iceland, Greenland, and Canada before arriving in Torrance on 1 August 2010. The 8100-mile journey took one month, ninety flight hours.

It took Bossens a year to prepare for the trip, obtaining the necessary clearances and landing permits from the many countries through which the Clipper II would fly. He arranged fuel drops in remote areas of Iceland, Greenland and Canada. Both pilots also took cold weather survival training in the event they ditched in the frigid north Atlantic.

Greenland's Ice Sheet, a vast featureless landscape and the most challenging leg of the journey prompted Bossens to equip his R44 with a radar altimeter, which measures the distance between the helicopter and the ground below. Other special equipment included a fuel totalizer to display fuel flow; two altitude indicators for redundancy; and a Skytrac DSAT-300 tracking system. The aircraft's GPS system was upgraded to include a Stormscope and a Traffic Collision Avoidance System.



After completing his 8100 mile journey, Paul Bossens stands proudly in front of his R44 Clipper II.

R44s Assist with LA Marathon



photo credit: Craig Dyer

Raven IIs relayed microwave signals from camera trucks to a transmitter truck.

Three R44 helicopters supplied by Orbic Helicopters, a Robinson R44 dealer, and its sister company Orbic Air took part in the 2010 Los Angeles Marathon. The 26 mile marathon is a yearly event that this year included over 26,500 participants and a new course which started at L.A.'s Dodger Stadium and ended in Santa Monica, near the Pacific Ocean.

The R44s served as aerial microwave links between camera trucks following the runners and a stationary transmitter truck that retransmitted the signals to station KTLA-5, a local Los Angeles television station providing live coverage of the event.

Pathfinder Insurance Program for R66

Pathfinder Indemnity Company, which has insured Robinson products for over twenty years, announced a new insurance program for the R66. Based on the successful R22 and R44 insurance programs, Pathfinder is now offering low competitive rates for hull and liability coverage on R66 Turbine helicopters. Other insurance companies are expected to offer competitive insurance for the R66.

For more information contact Pathfinder by email pathfinder@coralwave.com or by fax at 242-352-3932.

Frank Robinson Presents Cierva Lecture



photo credit: Patrick Malone

Frank Robinson at London's Royal Aeronautical Society.

Frank Robinson presented the Cierva Lecture to London's Royal Aeronautical Society on 5 October 2010.

The prestigious Cierva Lecture honors the memory of Juan de la Cierva for his pioneering work on rotorcraft technologies in the 1920s and 30s.

Robinson's topic *"The Need for Simplicity in Helicopter Design"* included a brief history of his early experiences and an overview of his engineering approach. He was warmly received by approximately 200 participants in a standing room only theater. Robinson's longtime dealer, Sloane Helicopters sponsored the event.

Kigali Police Pilots Train in R44



photo credit: L.A. Helicopters

Kigali police pilots with LAH instructor Jose Barajas.

Robinson dealers Los Angeles Helicopters (LAH) of Long Beach, California and Akagera Aviation of Kigali, Rwanda teamed up to train Kigali police pilots on the Kigali force's new R44 Police Helicopter.

LAH instructor Jose Barajas spent 10 days in Kigali working with the police pilots. Barajas has nearly 10,000 hours in an R44 police helicopter as a member of the El Monte Police Department.

Following the successful completion of their training, the Kigali police pilots launched their first flight of "Police One" on 27 January 2010.

The R66 Turbine: The Pilot's Perspective

An important part of the FAA certification process is the Function and Reliability (F&R) test, whereby; various FAA pilots fly the aircraft and give their evaluations. The FAA allowed two pilots chosen by Robinson to participate in the R66 F&R testing. Hansruedi Amrhein from Valair AG Helicopter



Hansruedi Amrhein of Valair AG Helicopter Services (left) and Bob Miller from Heliflite Australia (right).

Services in Switzerland and Bill Miller from Heliflite Australia were selected. Highly regarded in the piloting community, Amrhein and Miller are licensed pilot examiners with vast experience in both Robinson and turbine helicopters. They both have thousands of hours in the R44 Raven II but in very different environments. Amrhein typically flies at high altitudes (5,000 – 12,000 ft) while Miller mainly flies at low altitudes in hot temperatures.

After a brief ground course, each pilot flew R66 S/N 003 for about six hours over a two day period with a Robinson test pilot and an FAA observer on board. Following their flights, Amrhein and Miller shared their thoughts on flying the



Hansruedi Amrhein puts the R66 through its paces.

R66. Overall, they both felt at home in the R66, saying it reminded them of the R44 Raven II but with more power and they both agreed that the R66 excelled in three areas: (1) start up procedure, (2) tail rotor performance, and (3) autorotations.

Amrhein flew predominately in the mountains surrounding the Los Angeles basin and was impressed with the

aircraft's power and overall performance. Amrhein said the startup procedure was straight forward, requiring only a brief introduction and minimal practice. Autorotations were easier than in the R44 and he was particularly impressed with the tail rotor's performance noting that when he spun the aircraft around at 9,500 ft (density altitude 11,500 ft), the R66 stopped on the spot.

Miller piloted the R66 from the left seat, practicing patterns and autorotations, commenting "The helicopter just floated to the ground". He also described the startup procedure as "the easiest I've come across for a turbine helicopter, demonstrating Frank's goal of keeping things simple."



Bob Miller pilots the R66 from the left seat.

Frank Robinson Retires

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very strong team of managers that have been with the Company for more than 20 years. We are looking forward to a smooth transition and an exciting future.”



Kurt Robinson and Frank Robinson.

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R66 Turbine Receives FAA Type Certificate

port in place by the end of the year. With a growing back log of orders, production is underway and deliveries are scheduled to begin in November 2010. Initial deliveries will be in the western United States, allowing Robinson to monitor performance. The very first production ship, S/N 0004, was delivered to Helistream Inc., Robinson’s longtime dealer in Costa Mesa, California.



Terry Hane, Robinson’s Director of Sales and Marketing, presents Helistream’s Barbara Perrin and Rod Anderson with the keys to R66 Serial Number 004.

U.S. Helicopter Accidents (10-Year Period 1999 - 2008)

Model	Engine Type	Total	Pilot Error	Mechanical	Engine	Maintenance	Loss of Power (Unknown Reasons)	Undetermined
Robinson R22 Series	Piston	308	277 (90%)	11 (3%)	2 (1%)	7 (2%)	12 (4%)	0 (0%)
Robinson R44 Series	Piston	101	87 (86%)	3 (3%)	1 (1%)	2 (2%)	6 (6%)	2 (2%)
Hughes/Schweizer 269/300	Piston	170	130 (76%)	9 (5%)	4 (2%)	9 (5%)	17 (10%)	1 (1%)
Hughes/MD 369/500 Series	Turbine	139	86 (62%)	9 (6%)	15 (11%)	14 (10%)	9 (6%)	6 (4%)
Bell 47 Series	Piston	119	85 (71%)	11 (9%)	5 (4%)	6 (5%)	11 (9%)	1 (1%)
Bell 206 Series	Turbine	284	220 (77%)	10 (4%)	11 (4%)	19 (7%)	15 (5%)	9 (3%)

Source: August 2010 National Transportation Safety Board probable cause reports for January 1999 - December 2008

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