

First Production Cadets Go to Australia



GBR Helicopters Training School's instructor Glen Colledge and CFI Tim Borella

On July 8, 2016 Robinson delivered the first two production R44 Cadet helicopters to Heliflite Australia, one of two longtime Robinson dealers in Australia.

Heliflite sold the first Cadet to Great Barrier Reef (GBR) Helicopters, a major operator and flight school based in North Queensland. The school currently operates two R22 and two R44 helicopters. The Cadet is a welcome addition according to owners Chris Cooper and Ian Johnston. "The Cadet operates at a cost base much closer to the R22," said Chris, noting that "for students who want to train in an R44, the Cadet brings everything within reach." He also said that flying the Cadet "builds valuable time in a helicopter type that most [students] will go on to fly in their first job."

The second Cadet was sold to a major Australian pastoral company based in the Northern Territory.

Designed for rugged utility, the Cadet's lower gross weight and derated power provide increased performance margins at high altitudes and lengthen the TBO to 2400 hours. Base Price is \$339,000.

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Royal Jordanian Airforce Buys Four More R44 Raven IIs



Jordanian airforce helicopter pilots fly two R44 Raven IIs

ON June 13, 2016 the Royal Jordanian Air Force (RJAF) signed a contract with Robinson Helicopter Company to purchase four additional R44 Raven IIs expanding its fleet to twelve. The R44s replace the RJAF's Hughes 500D helicopters that have been in service since 1981.

The initial eight were purchased in 2014 after a four-member delegation led by Brigadier General Walid Jaradat of the RJAF visited Robinson. While the R44s' low maintenance and operating costs impressed, it was the positive feedback from other R44 operators that convinced the delegation.

The R44s are employed at the King Hussein Air College in Mafraq, Jordan in its basic and advanced flight training programs. The college has logged 3,500 flight hours thus far and nineteen cadets have successfully completed one or both programs. The RJAF's decision to expand its fleet is in response to the growing number of cadets expected to attend the college next year and to facilitate its plan to add CFI training to the program's curriculum.

In September, members of the RJAF visited the factory to test fly several of the completed helicopters and to finalize contract details. All four helicopters are on schedule for delivery late October.

FAA Approves New Transponders

The FAA approved Garmin's GTX 335 and 345 Mode S transponders for use in Robinson R22, R44 and R66 helicopters. The newly approved transponders meet impending ADS-B Out regulations without requiring a standalone GPS. Priced at \$3,900, the GTX 335 enables owners and operators to meet impending regulations with minimal expense. At \$6,300, the GTX 345 goes a step further by adding ADS-B In and Bluetooth capability.

Garmin's GMA 350H audio panel has also been replaced with the new Garmin GMA 350Hc. The GMA 350Hc offers the same technology as the GMA 350H but adds Bluetooth wireless connectivity for mobile and compatible portable devices, allowing wireless distribution of music or telephone audio through the aircraft's audio panel. The GMA 350Hc is priced at \$2,750.

R44 to Watch for Sharks



Photo Credit: Sylvia Liber

Touchdown Helicopters director Brett Kitley

Touchdown Helicopters Pty Ltd (Illawarra, Australia) will use its R44 Clipper II to carry out shark surveillance between Moruya and Wollongong City in New South Wales (NSW). Surveillance is from December 17th until April 2017. The contract is part of the NSW government's \$16 million shark management strategy

If a shark is spotted and is thought to pose a danger, the pilot will use the helicopter's siren to alert swimmers and surfers.

Robinson Helicopters Gather for Fun



Robinson helicopters at the HeliClub fly-in.

Over the weekend of May 28th, twenty-seven Robinsons along with handful of other helicopters flew into the St. Jovite Airport, north of Montreal, Quebec, for the fifth fly-in organized by HeliClub.

HeliClub, the brainchild of longtime Robinson dealer Helico Store, is a social group of private helicopter owners with a passion for flying and a willingness to share knowledge.

Many participants attended workshops, conducted at the Fairmont Tremblant Hotel, that included Robinson R44 and R66 refresher, survival, and mountain flying courses, and a workshop to help owners plan helicopter tours in the United States.

This year's HeliClub fly-in attracted ten Raven Is, ten Raven IIs, seven R66s, one MD helicopter, seven Bell helicopters, four Airbus helicopters, and one Hughes helicopter.

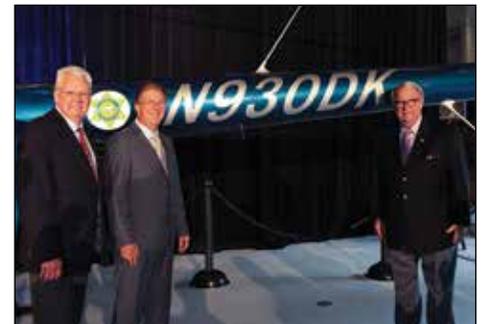
Lakewood's Police Department Chooses R44s

Earlier this year, the city of Lakewood, California, added two R44 Raven II helicopters to its Sky Knight Aerial Law Enforcement fleet. Sky Knight is Lakewood's aerial law enforcement platform that recently celebrated 50 years of service. The newly acquired R44s mark a new era for the City of Lakewood.

From its inception, Sky Knight has operated Hughes 300 helicopters. Replacing its fleet with R44s provides Lakewood law enforcement with much needed and more advanced aerial surveillance systems. Each R44 helicopter is equipped with a powerful searchlight, P/A speaker and siren, FLIR system, moving map system, and LoJack.

At Sky Knight's recent 50-year anniversary celebration, Los Angeles County Sheriff Jim McDonnell and Robinson President Kurt Robinson spoke about the history and success of the Sky Knight program. The program was the first of its kind in the United States and paved the way for other aerial law enforcement programs. Los Angeles County Supervisor Don Knabe, also in attendance, was praised for his support and backing of the program which was instrumental in the city acquiring the R44s. In recognition of his contribution, the registration markings of one R44 include his initials – N930DK.

Robinson is excited to be a part of the continuing legacy of the Sky Knight program.



Don Knabe (right) with the R44 whose n-number incorporates his initials

Raven II & Cadet Available with Garmin G500H

The Garmin G500H Avionics Display System is now an option on new R44 Raven II and Cadet helicopters.

Previously available only on the R66 Turbine helicopter, the G500H system is a combination Primary Flight Display and Multifunction Display (PFD/MFD) which provides flight instrumentation, moving map navigation, and situational awareness on dual screens.

The G500H system screens are centered in a newly designed instrument panel that also includes traditional instruments. A Garmin GTN 650 or 750 navigator is required with the G500H and sits just below the displays within easy reach of either pilot seat.

The list price for the G500H system is \$35,700, not including the required GTN navigator.



Raven II instrument panel with G500H

RHC Delivers 4000th R44 II



R44 Serial Number 14000

Robinson delivered R44 Raven II S/N 14000 on July 29, 2016. This puts the Raven II fleet at 4000, and the total R44 fleet at 6440.

The R44 was first introduced in 1993. In 2002, Robinson introduced the R44 Raven II, the same design as the original R44 (designated Raven I) but with a fuel injection engine. Since its introduction, the Raven II has been the company's number one selling aircraft with an average production rate of 280 per year.

Currently, Raven IIs operate in more than sixty countries. S/N 14000 was delivered to General Aviation Services, one of four Robinson dealers in China.

R44s Keep Cherry Trees Dry

Since 2008, looking to escape the scorching summer heat of Phoenix Arizona, pilot Maria Langer (Flying M Air) has been packing up her R44 and heading north to help cherry farmers dry their crops. In the Pacific Northwest, cherry farmers use R44s to keep crops dry, much like peach farmers in the east use R44s to combat frost.

Cherries need to be dry within 2-3 hours of getting wet otherwise the fruit will swell, split and spoil. If 50 percent or more of a crop is damaged, the whole crop is considered lost. To mitigate the problem, orchardists have helicopters on standby.

R44s can dry 30 to 50 acres of cherry trees in an hour. The technique is to fly 5-10 feet above the treetops at 5-10 mph which causes the branches to shake violently, dispersing the water. Pilots might adjust their altitude depending on the type of cherry; Raniers for example are more delicate so pilots will fly a little higher to not damage the fruit. The season starts in late April and runs through August. There are cherry orchards in California and Oregon but most of the orchards are in Washington.

Beginners need not apply. Maria describes the flying as intense. Pilots must navigate power lines and weather including rain that at near hover speeds doesn't blow off the windshield. Both hands and feet are on the controls for hours. A tailwind will have a pilot working the pedals just to maintain attitude and if the orchard is on a hill, the pilot may be forced to fly sideways.

Langer says R44s are most commonly used for cherry drying because they move a lot of air, are agile and have low maintenance costs. She also says that while the work is somewhat sporadic it is still gratifying and profitable.



Maria Langer flies over a cherry tree orchard

R44 Fulfills Actor's Dream



Cristián de la Fuente

Actor Cristián de la Fuente recently attended the Robinson Pilot Safety Course. While a relatively new helicopter pilot, de la Fuente is a lieutenant in the Chilean Air Force Reserve and is an experienced fixed wing pilot. De la Fuente's dream of being a helicopter pilot came true on June 26, 2016 when he received his private pilot rating.

In June, de la Fuente and his Chilean business partners purchased a red and white R44 Raven II. They chose the R44 because of its reliability and low cost.

U.S. HELICOPTER ACCIDENTS
 Five Year Period
 2009-2013

Model*	Engine Type	Total	Pilot Error	Mechanical	Engine	Maintenance	Loss of Power for Unknown Reasons	Undetermined
Robinson R22	Piston	107	91 (85%)	1 (1%)	1 (1%)	4 (3%)	8 (7%)	2 (2%)
Robinson R44	Piston	93	86 (92%)	2 (2%)	1 (1%)	1 (1%)	2 (2%)	1 (1%)
Hughes/Schweizer 269/300	Piston	55	43 (78%)	3 (5%)	2 (4%)	4 (7%)	2 (4%)	1 (2%)
Bell 47	Piston	34	27 (79%)	1 (3%)	1 (3%)	4 (12%)	0	1 (3%)
Hughes/MD 369/500	Turbine	51	37 (73%)	0	4 (8%)	3 (6%)	4 (8%)	3 (6%)
Bell 206	Turbine	88	71 (81%)	0	4 (5%)	7 (8%)	5 (6%)	1 (1%)
Robinson R66**	Turbine	2	2 (100%)	0	0	0	0	0
*Includes series and all derivative models								
**R66 entered production late 2010								
Source: June 2016 National Transportation Safety Board probable cause reports for Jan 2009 - Dec 2013								



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