

Two Aux Tank Options



R66 Aux Fuel Tanks

The FAA certified a second auxiliary fuel tank for Robinson's R66 helicopter. Dubbed the Slimline, the new tank holds 23.2 gallons (88 liters), roughly half the fuel of the company's larger 43-gallon auxiliary fuel tank. It adds approximately one hour of flight time or as much as 100 nautical miles (115

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Robinson Opens New Repair Facility

Robinson expanded its FAA/EASA approved Repair Station by opening a standalone 37,000 square foot facility dedicated to repairs and overhauls. Completed in approximately 18 months, the facility was designed to streamline the repair, inspection, and overhaul process.

As the size of the Robinson fleet (12,000+) grows, the demand for quick part repairs and component overhauls increases each year. To maximize

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R66 Fleet Logs 1 Million Hours



R66 flies over downtown Los Angeles



Rolls-Royce RR300 engine

The R66 powered by the Rolls-Royce RR300 turbine engine surpassed the million-hour mark without a single reported in-flight engine failure. This accomplishment demonstrates a level of reliability that exceeds EASA's stringent requirements for single-engine helicopters performing commercial operations.

"We believe this milestone is a testament to the R66's outstanding performance and confirms its place as a leader in the helicopter industry," said Kurt Robinson, President of Robinson Helicopter.

The R66 and the RR300 engine were jointly announced in 2007 by Frank Robinson and Rolls-Royce. Certified in October 2010, the first production R66 was delivered the following month.

Since then nearly 980 R66s have been produced, providing dependable performance to operators all over the world. The R66 not only proves itself on a daily basis, but it has also risen to the challenges of flying to the North Pole and circumnavigating the globe multiple times.

When asked about the R66, Robinson dealer Les Gillespie of Gardner Aviation (Peachtree City, Georgia) said, "The R66 has quickly become our dealership's number one selling helicopter. Our customers compliment its power, space, and stylish looks. With all the available options like SAS Autopilot, extended range fuel tanks, and glass touchscreen panels, the R66 can be configured to meet the needs of any pilot or helicopter flight department."

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Two Aux Tank Options

statute miles) to the helicopter's range. It mounts on a fiberglass tray that installs in the aircraft's baggage compartment, occupies one-third of the space, and leaves room for up to 200 pounds of baggage. Both tank and tray can be removed when not in use.

The Slimline tank weighs approximately 29 pounds when empty and 189 pounds when full, whereas the larger tank weighs approximately 33 pounds when empty and 350 pounds when full. Both include a crash-resistant fuel bladder that fits in an aluminum and fiberglass enclosure with an internal fuel pump that transfers fuel to the helicopter's main tank at approximately 40 gallons per hour. Controls are conveniently located in the upper instrument console and feature an ON/OFF switch, a NO FLOW annunciator light, and a FUEL QUANTITY button.

SoCal FAA Gives Nod to Frank



Frank Robinson

In its new Southern Californian facility, the FAA named the largest conference room after Robinson founder, Frank Robinson.

The FAA recently moved from its antiquated regional office in Lawn-dale, California, home since 1969, to a new location in El Segundo, California.

Wanting to honor the regions' rich aviation history, Tamara Swann, FAA Deputy Regional Administrator of the Western-Pacific Region, named the conference rooms after various industry pioneers including Earl Daugherty, Steve Fossett, Jeana Yeager, Dick Rutan and our own industry leader, Frank Robinson.

Philippines National Police Choose R44



Left to right: Police Lt. Col. Ruel Zalatar, Police Brigadier Gen. Pascual Munoz, and Police Maj. Gen. Jonas Calleja



RHC delivered two R44 Raven IIs to the Philippine National Police (PNP). The aircraft were purchased through Robinson's longtime dealer, Lionair Inc. (Manila, Philippines), marking the first acquisition of Robinson helicopters by the Philippine government.

The PNP is the armed civilian national police force tasked with law enforcement throughout the Southeast Asian country's 7,000+ islands. The acquisition is part of an overall effort by the government to strengthen and expand its law enforcement.

Upon their arrival in Manila, the R44s were turned over to the Special Action Force Aviation Unit (SAF-AU) to be used for training. Police Lt. Colonel Ruel Zalatar, Chief of PNP-SAF-AU, who has logged significant time in various rotorcraft, believes the R44 is well suited for training and enhancing police-related skills namely surveillance, patrol, and aerial reconnaissance. The R44's ease of maintenance and low operating costs allows more pilots to receive additional training before moving up to larger rotorcraft.

R66 Helps Farmers Save Harvest

Crop duster Gene Kritter (Kritter Cropdusting, Virginia) with his Robinson R66 saved Vermont farmers from substantial economic losses by seeding their cover crops so the farmers didn't have to harvest their cash crop prematurely.

Cover cropping is the practice of growing a secondary crop on a productive piece of agricultural land so the soil stays covered after the primary crop for the season has been harvested. Vermont dictates farmers plant a cover crop by mid-October. With their corn crop still in the fields after a rainy growing season delayed maturation, farmers in Addison County hired Kritter to plant cover crops by what is called "broadcast seeding," which is the process of planting a second crop amongst the primary crop while it's still in the field.

While Kritter hovered his R66, a large bucket suspended from the helicopter was filled with 500 to 700 pounds of seeds. Kritter then raised the R66 to a height of about 50 feet and then made parallel passes over the fields. A motorized spreader spit out seeds, approximately 100 pounds per acre, amongst the rows of corn. The downdraft from the rotors helped the seeds to germinate in the soil below.

Kritter dispersed almost 40,000 pounds of a cover crop seeds. He expects to fly seed operations on 15,000 acres across the eastern seaboard this year.



Kritter Cropdusting's R66 at work

Photo credit: Addison County Independent, photo: Steve James

R66 Visits 86 Countries in Multiyear Project

Peter Wilson (UK) with Robin Doten (USA) flew an R66 through Latin America completing the third leg of Wilson's *Three Journeys Round* venture. It began with a solo flight around the perimeter of Africa in 2016, followed by the first antipodal circumnavigation of the globe with Matthew Gallagher (UK) in 2017, which was covered in the *Robinson News* 2017 fall issue.

Wilson's third and final journey began on 2 December 2018 and concluded on 3 March 2019. He and Doten took off from West Palm Beach, Florida headed south flying over Mexico, Central and South America down to Puerto Williams, Chile and back. They flew 17,500 nautical miles (nm) over 23 countries in 91 days. The duo gained appreciation for the beautiful and biodiverse South American continent while flying through the Amazon Basin and Patagonia. The pair was well supported by Robinson Service Centers HBR, Hangar Uno, and Arrayan-Aeromar.

Wilson flew the same R66 helicopter for all three voyages. He logged 684 hours, covered 66,100 nm, and landed in 86 countries.

The R66 helicopter is owned by Helicopter Services Ltd. at White Waltham Airfield, UK, and is maintained by HQ Aviation at Denham Aerodrome. According to Wilson, HQ Aviation paid particular attention to the track and balance of the aircraft for smooth flying, and overall aircraft preparation to keep the journey's maintenance down to simple inspections. Wilson felt confident flying the R66 over thousands of miles of inhospitable terrain.

In May 2019, Wilson was awarded the Britannia Trophy, a British award presented by the Royal Aero Club to aviators for meritorious performance in aviation.



Peter Wilson and Robin Doten



Four More R44s to Chinese University

Headquartered in Guangan City, Sichuan Province and under the direct management of the CAAC, the CAFUC (Civil Aviation Flight University of China) consists of four flight training bases, two air terminals, and seven colleges.

Currently the university's fleet consists of 235 fixed-wing airplanes and nine helicopters, of which, four are Robinson R44s. Pleased with the performance of the R44, the university elected to add four more R44s, increasing its helicopter fleet to thirteen.

More than 100,000 students have attended the CAFUC which offers a multitude of aviation related studies as well as Private and Commercial Licenses (PPL and CPL), Instrument Flight Rating (IFR), Multi-Engine Instrument Rating (MEIR), Certified Flight Instructor (CFI) and Certified Flight Instructor Instrument Rating (CFII).

The purchase was through Robinson dealer Yanxiang Aero-Technology Ltd (Shanghai).

Robinson Helicopter Company along with its international dealer network is proud to support flight schools throughout the world by providing economical, high quality, reliable helicopters.



One of four R44s heading to the Civil Aviation Flight University of China

AOPA Editor Selects R22 as Favorite Trainer



When asked to pick his favorite trainer, AOPA Editor Ian Twombly chose Robinson's R22. In AOPA's November 2019 *Flight Training* edition, he explains why.

"When it first debuted in the Carter era, the R22 was an immediate success for one simple reason: cost. It was a fraction of the cost to own and operate of the other training and small personal helicopters of the day, and that helped its popularity to explode—and probably expanded the world of rotorcraft beyond what otherwise would have been possible.

But over the years people have come to see the R22 as a great trainer in its own right. R22s are reliable, easy to work on, come with phenomenal support, and are a joy to fly. Designer Frank Robinson had two basic goals when he created the R22: Make it cheap and make it light. That lightness has advantages and disadvantages. It makes it maneuverable to the edge of twitchy, but it also creates a safety consideration in the case of a power problem. Robinson devotees spin these as a positive and will tell you that both combine to produce exceptional pilots.

Today, it's almost a pointless argument. You may find a Schweizer, Enstrom, Guimbal, or even a Hiller or Bell on the flight line. But they are thinning out as the R22 continues to be the trainer of choice."

Ian Twombly, "Take Your Pick," *Flight Training Magazine*, November 1, 2019

RHC Opens New Repair Facility

efficiency, Robinson organized the new space around the flow of parts. Dedicated areas for disassembly and storage of blades, engines, and components, along with a large media blasting room, a clean room for hydraulic disassembly and ultrasonic cleaning, are all situated in close proximity.

Robinson also performs helicopter repairs and overhauls in-house. The new facility is set up to tear down, clean and inspect components, engines and aircraft. Once aircraft are disassembled, cleaned, and inspected they are brought to the main facility for reassem-



Media blasting room

bly, paint, flight test, and delivery.

Repair Station Manager John Hernandez noted the additional space allows him

to easily identify and target areas lacking sufficient manpower, tools, or parts, which has improved efficiency.



2901 Airport Drive
Torrance, CA 90505 USA
Phone: 310/539-0508
Fax: 310/539-5198
www.robinsonheli.com

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