

Encounters **Everyday life of an avionics technician:** Why Pascal Salathé is happy when he learns of a defect just before the end of his shift **13**

Horizons **Repatriation on board the Rega jet** When the sight of the Rega team alone is enough to ease the anxiety of a patient in Brazil **20**



High wire act on a sheer slope

It does not always take an accident in the mountains to make a hoist rescue necessary. In the lowlands, too, the Rega crews often have cause to roll out the hoist cable. **8**



Ready for take-off: the patient has been taken on board, the ambulance jet refuelled – in Palma de Mallorca, Rega pilot Andy Siegenthaler gives the all-clear for take-off.

“Everyone’s against it? Then we’ll do it.”

Sascha Hardegger
Editor-in-Chief



Dear Readers

A few weeks ago, I was having lunch with my pre-predecessor. I had asked him to tell me a little about what it was like at Rega in “his day”. As we were talking, he happened to mention how in 1976, plans were made to publish a magazine to keep Rega patrons informed. And to express Rega’s opinion. And, of course, to promote the good cause.

At the time, everyone wanted a “manageable” magazine. Only two of the staff were in favour of a larger format, a newspaper. Fritz Bühler, the top man at Rega, made the final decision. If everyone was so against it, it had to be good. And so the Rega newspaper was launched in its broadsheet format – with success.

The “newspaper” exists to this day. However, in the meantime it has undergone many modifications, and in 1989 a more compact, manageable, format was introduced after all. It is now many years since the last major changes were made. Good enough reason to ask you, our readers, what you expect of “1414” and what we, the editorial team, could do better. You are now holding the results of our survey in your hands! Popular elements, like the generous picture content, have been retained. We intend to improve the readership value. And we naturally want to continue to engage our readers with Rega’s many and varied missions.

But interesting content and an attractive layout are not an end in themselves. They continue to serve the same goals: to keep Rega patrons informed. To express Rega’s opinion. And to promote the good cause. So that you know why you support our work.

I wish you an entertaining and compelling read.



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Hoist rescue of
two hikers



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Repatriation after
a back injury



13
Avionics technician
at work

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Knowledge Here you can find some interesting facts and figures relating to the theme.



Online Further details or even a visual titbit are available online via the given link.



Additional information More on the theme that we would like to share with you.

- Visit us at our website www.rega.ch or on www.facebook.com/reg1414.

Horizons

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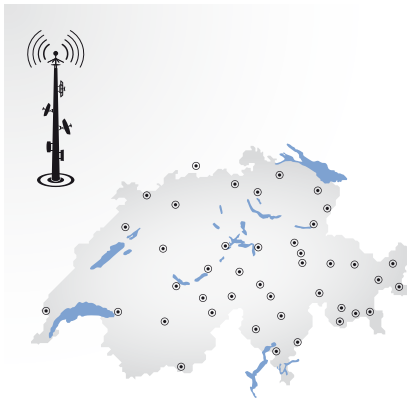
Take off

In brief

“Roger, Operations Centre, we’re on our way!”

Last year, Rega completely modernised its 42 radio stations distributed all over Switzerland (see illustration). An own, perfectly functioning radio network is essential for good communication between the person raising the alarm, the Rega Operations Centre and the rescuers in the air and on the ground.

6



Milestone for Rega: 2.5 million patronage cards

Never before have so many patronage cards been in circulation nor has the support of the Swiss people been so great! With their annual contributions, over 2.5 million patrons – that is around 3.3 million people – make it possible for Rega to provide professional medical assistance from the air.

Read more on the back page ►



Large-scale operation on Gran Canaria

In March, a minibus with a group of Swiss tourists on board suffered a tragic accident, in which one person was killed and 17 others were injured, some of them seriously. That same day, Rega stationed one of its doctors and a flight coordinator on location in order to provide the hospitalised casualties with the best possible assistance and arrange for them to be flown back home. Once again, the measures taken by Rega proved their worth: one week later, all the members of the tour group were back in Switzerland. With its ambulance jets, Rega had repatriated 11 seriously injured people in the course of six flights.



Born in the middle of the Gotthard massif

Recently, a baby hastened into the world in an emergency alcove in the Gotthard Tunnel, without anyone being prepared for this unexpected arrival. An ambulance brought mother and child to the south portal of the tunnel, where a Rega helicopter was standing by to fly them to hospital in Bellinzona.

By professionals for professionals!

The Swiss supplier of mountain sports equipment, Mammut, has designed and manufactured brand new clothing for the helicopter crews. We are delighted to present to you their new apparel.

www.mammut.rega.ch



2 kilos versus 22 tonnes

In autumn 2013, the ambulance jet HB-JRB was returning home after a night mission when, shortly before landing, the crew felt a dull thud. During the approach flight, the jet had collided with a goose or duck. The jet remained on the ground for several days while the damaged landing flap was being replaced. The insured damage amounted to CHF 91,000. Collisions with birds are not uncommon: worldwide, more than 10,000 such incidents are reported every year.

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The numbers in this issue:

2,509,000

patrons support Rega and with their annual contributions make professional medical rescue services possible in Switzerland.

839

hoist rescues were performed by Rega's helicopter crews in 2013 because the terrain made landing impossible.

139

patients were last year repatriated to Switzerland by scheduled airline, cared for by Rega medical staff, and 797 patients by Rega ambulance jet.



Spectacular airshow

Swiss Air-Rescue is one of the organisations taking part in the large airshow, Air14, held from 30 August to 7 September in Payerne to commemorate the 100th anniversary of the Swiss Air Force. Visitors have the opportunity, among other things, to inspect an ambulance jet and rescue helicopter, or to find out more about the various job profiles at Rega.

www.air14.ch

Pioneer and Medical Director from Rega's first days

Prof. Dr. med. Georg Hossli shaped the field of medicine at Rega like hardly any other. He was Rega's first Medical Director, a pioneer of emergency medicine in Switzerland, and flew several hundred missions wearing Rega overalls. On 1 May 2014, Prof. Dr. med. Georg Hossli passed away at the age of 92. We will cherish the memories of him and his services to Swiss Air-Rescue.





Hoist rescue on the Wasserflue

Climbing to the well-known mountain viewpoint in the canton of Aargau, two hikers find themselves in a precarious situation. Terrified of falling, they do not dare to take another step. Assistance comes from the air: the rescue team winch the two men to safety and bring their frightening ordeal to an end.

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In 2013, the
rescue hoist was
deployed on

839
occasions.

10

Jagged rocks, overhanging cliffs and snow-capped peaks. The mere mention of a hoist rescue conjures up images of harsh mountain conditions. That these images are not always accurate, and a rescue hoist is a valuable piece of equipment in the Swiss lowlands, too, is demonstrated by the story of Werner Gass and Christian Mengon.

The two men have known each other for years. 54-year old Gass from Aargau and 36-year old Mengon from Solothurn share a passion for hiking. On one of their hikes they come across a trail, secured with safety ropes, to the top of the Wasserflue – rising 866 metres, the second-highest mountain in the canton of Aargau and a popular excursion destination. “We couldn’t do the climb that day,” explains Werner Gass. “It was raining and the ground was wet. It was just too dangerous.” As sure-footed as the two hikers are, neither is a risk-taker, nor do they have a particular head for heights, so they always tend to err on the side of caution when picking their hiking routes.

By contrast, 3 August 2013 is a perfect day. Gass and Mengon decide to tackle the hike to the viewpoint on the Wasserflue. It is to be a day that neither of them will ever forget.

Our legs refused to move

The route they choose for their ascent is an official hiking trail, with white-red-white markings. It is certainly steep, but well secured with ropes. “It was only when we took a short break at the end of the first fixed rope and looked back that we realised just how steep the trail really was,” recalls Gass. This realisation leaves the two men with an uneasy feeling – and the awareness that they will have to find an easier route for their descent.

However, before they can even think about getting back down, they first want to reach the summit and the viewpoint. Gass and Mengon are standing in a tiny space, measuring two square metres at the most. They look for the next section of the trail and the steel rope to



Stopover in Zurich: the Rega crew pick up a heli the Zurich Fire Service to assist them during the

guide them safely upwards. It is not far now, perhaps an elevation gain of a few metres. Yet the rope is nowhere to be seen. Panic begins to set in. They continue to search, but to no avail. Minutes pass. “We knew that the rope had to be there somewhere. We had actually seen it from above when we checked out the route.” They do not dare to turn back, and without the safety of the rope, they are unable to follow the trail any higher.

Standing in this tiny space and searching unsuccessfully for the rope, the two men become increasingly anxious. What should they do? Neither is willing to take any unnecessary risks; their fear of falling is too great. The longer they stay in this exposed position, the more their panic grows. Mengon takes heart and decides to alert the Aargau cantonal police. “It never occurred to us to call Rega,” he says. “We were unharmed, and neither of us is a patron.” The Aargau police immediately set out for the viewpoint at the top of the Wasserflue. The police can see the two hikers from

Only when they
look back – down
into the valley far
below – do the two
men realise just
how steep the trail
really is. Panic
starts to set in.



Helicopter rescue specialist from Rega operation.



Helicopter rescue specialists (RSH)

Whenever the Rega crews need backup or mountain expertise during a rescue mission, they call on the helicopter rescue specialists from the Swiss Alpine Club SAC for assistance.

There are around 120 helicopter rescue specialists (RSH) in Switzerland. They belong to Swiss Alpine Rescue (ARS), an independent, not-for-profit foundation supported by Rega and the Swiss Alpine Club SAC. All the Swiss cantons – with the exception of the canton of Valais – have transferred their terrestrial rescue activities to the ARS and its team of over 3,000 rescuers. All ARS rescue and mission resources are called out and coordinated by the Rega Operations Centre.

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above, but they are unable to help them. The only chance of evacuation is from the air.

“Rega 1, Roger, we’re on our way.”

Less than five minutes after the emergency call comes in, the crew – pilot Hermann Messerli, paramedic Veronika Gerber and emergency flight physician Angela Kaufmann – are already in the air. Before the rescue helicopter from the Dübendorf base flies at a speed of 220 km/h to the Wasserflue, it sets down briefly in the centre of Zurich to pick up Remo Schmid, a height rescuer with the Fire Service of the City of Zurich’s Protection & Rescue department and a helicopter rescue specialist (RSH). “We always have a RSH on board when we need mountain expertise,” says paramedic Veronika Gerber, explaining the role of her operation partner.

Remo Schmid is lowered on the rescue hoist to a spot close to where the two hikers are stranded. When he reaches them, he immediately recognises how difficult evacuation is going to be. “The men really were in a ▶



The RSHs are brought in by Rega to assist their crews whenever mountain expertise or backup are required during a rescue mission. In treacherous terrain, they secure the accident site so that the emergency flight physician can concentrate fully on attending to the patient. RSHs also help assess the risks posed by alpine hazards and give the Rega rescue teams the benefit of their knowledge of local terrain and routes during a search and rescue operation. These specialists generally come from the local SAC rescue stations. In the cities of Berne, Basel, Zurich and Geneva, the RSHs are part of the height rescue team of the respective fire service.



Safely secured in the rescue triangle: the helicopter rescue specialist frees Werner Gass from his precarious situation in good time.

precarious situation,” Schmid explains. “They were so terrified of falling that I was unable to persuade them to let go of the tree they were clinging to.” The tree gave them a sense of security, and their legs just refused to move, says Werner Gass, as he recalls the frightening moments prior to their rescue.

Absolute precision is called for

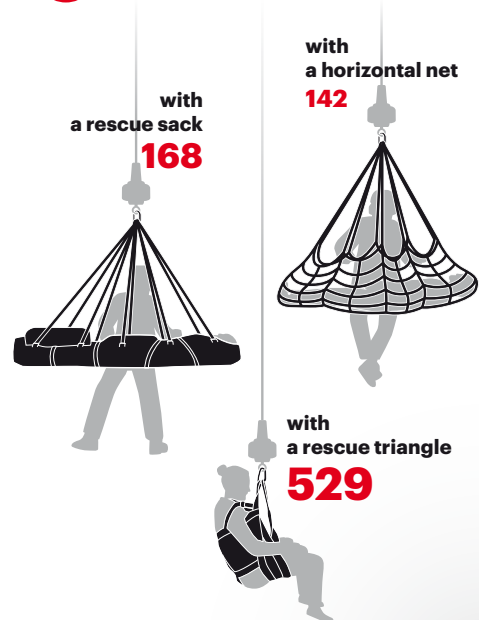
For the pilot and paramedic, the situation calls for centimetre precision. The hoist hook needs to be lowered to precisely where the RSH is standing, but he is with the hikers beneath the canopy of trees and not visible from above. While the pilot fixes a reference point on the mountain to maintain the exact altitude, Veronika Gerber gives a series of short commands to guide him to immediately above the scene of the emergency. Standing on the helicopter’s skids, she moves the hoist hook, which is suspended 35 metres beneath the helicopter, back and forth with extreme care and precision until it reaches the RSH. Success! Remo Schmid is able to grab hold of the hoist hook, and the two hikers – safely secured in a rescue triangle (see illustration) – are flown in succession to a provisional landing site. First Gass, then Mengon. It is an “amazing feeling” to have solid ground under their feet after hours of uncertainty, the hikers tell the rescue team when they land. Their decision not to attempt the hazardous descent but call

for assistance in good time had undoubtedly been the right one, the rescuers all agree. For Werner Gass and Christian Mengon, one thing is clear: “It makes sense to be a Rega patron even in less mountainous regions. We both know that now.” It goes without saying that the two men registered as Rega patrons that very same evening.

Karin Hörhager

They are so terrified of falling that they cling to a tree, and do not even let go when help arrives.

K Hoist rescues in 2013



► More on this topic on page 18

24h Rega

Pascal Salathé, 34, avionics technician, helicopter maintenance

“I want to know how things work, I have to get to the bottom of everything.”

The unexpected is what Pascal Salathé likes most about his job: for example, when a Rega helicopter base calls just before the end of his shift and “professional improvisation” is required on the part of the avionics technician.

“We operate like an in-house fire service,” says Salathé. “Except that I don’t immediately rush into action as soon as a call comes in.” First he asks the caller to describe what is wrong with the helicopter in minute detail so that he has everything he needs to repair the defect when he sets out for the base.

“I love taking things apart. I want to know how things work, I have to get to the bottom of everything.” He can forget all about the dinner he had planned with his wife, though. If everything goes smoothly, he will be able to make the helicopter airworthy at the operation base the same night, and then he can go home.

Salathé has been happily married for five years, although at present he does not spend much time at



home. For the past two years, he has been attending technical college three evenings a week to qualify as an electronics engineer. “I wouldn’t be able to do it without Martina’s support,” he says. “While I’ve got my head buried in my books, she takes care of the house and garden. That way we can relax together at weekends and do the things we enjoy most.”

The couple are both avid mountain-biking fans. They usually go out on several-hour long rides together or with colleagues. “I pick the routes without any electronic assistance,” explains Pascal Salathé, “the old-fashioned way, at home with the maps spread out in front of me.” Every now and then, he also takes part in a bike race for a change, preferably marathon distance. “I don’t know what it is,” says Salathé with a grin. “But as soon as I see someone in front of me, I automatically pedal faster and want to get ahead.”



Avionics technician is the name given in aviation to electronics specialists who are responsible for all the instruments and systems on an aircraft that are “powered by electricity”, as Salathé describes his profession in lay terms.

Ariane Lendenmann

Read more on page 14 ►

“We operate like a fire service. Except that I don’t immediately rush into action.”



7:13

14



7:33

▲ Daily commute: it takes Pascal Salathé one hour to travel by public transport from his home in Hüttwilen (Canton Thurgau) to the Rega Centre at Zurich Airport.

◀ Live wire: when servicing a helicopter, an avionics technician’s day often starts with charging the batteries. It takes four hours until they are fully charged.



8:48

◀ Troubleshooting: if the cause of a defect cannot be found, construction plans and diagrams are consulted – and the process of elimination applied.

► Taking measurements is teamwork: Salathé is one of five avionics technicians that look after Rega’s fleet of 17 helicopters.



10:25



◀ In the field of aviation, you cannot simply do what you like. “Each step is regulated and meticulously recorded,” says Salathé. “For every hour we work on the helicopter, another half an hour is spent doing all the necessary paperwork.”



▲ Dexterity is called for: new technology in the cockpit invariably involves installing complex wiring harnesses.

► Responsibility: after installation, all the functions are carefully checked and tested before the helicopter is released to service. Then, Salathé signs the technical logbook to confirm that the helicopter is airworthy again.



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► Pascal Salathé does not like sitting around doing nothing: “I can’t remember the last time I spent a lazy evening in front of the TV.” He feels most at ease outdoors on his mountain bike, surrounded by nature.

BEREIT FÜR DEN BERG?

MIT DEM PEAK-CHECK!

Planung

WAS HABE
ICH VOR?

Einschätzung

IST DIESE WANDERUNG FÜR
MICH GEEIGNET?

Ausrüstung

HABE ICH DAS
RICHTIGE DABEI?

Kontrolle

BIN ICH NOCH
GUT UNTERWEGS?



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Opinion

Ernst Kohler

“Did the casualty take too many risks? That shouldn’t interest us in the slightest. Rescuers are not there to judge. And they should never do so.”

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“If someone gets buried in an avalanche off-piste in a high-risk area, Rega shouldn’t go out and rescue them. Nor base jumpers. If you always come to everyone’s rescue, you’re supporting the ‘all risks insured’ mentality of present-day society.” We do not get this kind of feedback very often, but it does happen.

It is true that nowadays Rega, SAC mountain rescuers and other rescue services provide medical assistance within minutes in situations where at one time any help would have come too late. Technology, training and experience push out the boundaries of what is possible. New means of communication make it easier to raise the alarm. And medicine has made major advances. These days, much is possible. But is it too much? Are we encouraging people to take more risks as a result?

Even if that were the case, there is no alternative. Rescuers will always do everything they possibly can as far as their own safety allows. It is equally true that rescue services cannot distinguish between “guilty” and “innocent” casualties – they are all just people in distress. Rescuers are rescuers; they are not there to judge, and they should never do so.

Lowering the standard of rescue services to combat reckless behaviour is simply not an option. That would be inhuman. After all, nobody would voluntarily do without ABS be-

cause the shorter braking distances could encourage some drivers to take less care.

Given how people spend their leisure time today, there are undoubtedly instances in which mindless and unreasonable risks are taken. A handful of people are no longer aware that life is not a video game. Reality does not have an “undo” button. One brief moment of recklessness can cause years or even decades of suffering. We read about it in the newspapers. What we do not read about is the overwhelming majority, the many people who have a sensible attitude towards risk-taking. They pay close attention to the avalanche situation and weather conditions, they take training courses, and they behave responsibly. But that does not make interesting reading.

We may not like it, and we may long for simple solutions, but in the end all we can do is go on raising people’s risk awareness and strengthening their willingness to take responsibility for themselves. And that includes giving ourselves and others the latitude to make mistakes and encouraging a climate in which we can honestly admit to having done something stupid on occasion. The rescue services play an important, almost simplistic role in this: people who have been rescued have the chance to tell others about their mistakes.

What we don’t read about in the newspapers are the many people who have a sensible attitude towards risk-taking. They behave responsibly. But that does not make interesting reading.



Ernst Kohler, 51, has been CEO of Rega since 2006. The former airport manager and mountain guide has four children and lives in the Lucerne region.

The rescue hoist

Every year, Rega evacuates more than 800 people with the aid of a rescue hoist. The hoist is always deployed when the helicopter is not able to land near the casualty.

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Scope of operation

The rescue hoist is used whenever the helicopter is not able to land near the casualty – for example, in steep, impassable terrain, over a forested area, over stretches of flowing or stagnant water, or during evacuations, such as from a construction crane or high-rise building.

The crew and their tasks

The pilot keeps the helicopter stable in the air and ensures that the load at the end of the cable does not start to swing. As he cannot see the patient, he has to rely on the radio commands of the hoist operator.

The paramedic assumes the function of the hoist operator. From his position next to the open cabin door, he uses a control device to lower the emergency flight physician to the casualty. He maintains constant contact with the pilot via the on-board radio.

The emergency flight physician administers first aid to the casualty and prepares him for transport. In the meantime, the helicopter lands nearby or hovers at a safe distance and awaits further instructions.

Suitable rescue aids depending on the injury

Rescue triangle: The rescue triangle is deployed to evacuate casualties with minor injuries and people with heart problems who need to be transported in an upright position. It can be slipped on with just a few quick movements and is particularly valued as a result of being very comfortable to wear.

Rescue sack: If, during a rescue hoist operation, the casualty can only be transported lying down, he is laid on a vacuum mattress inside the rescue sack, hauled up to the helicopter, and flown to the nearest possible landing site, where he is transferred into the cabin.

Horizontal net: The horizontal net is used above all for recovering casualties with back injuries. It can be easily pulled under the patient's body and is so small that, when folded up, it can be encircled by two hands.

► These aids are depicted on page 12



The rescue hoist in action

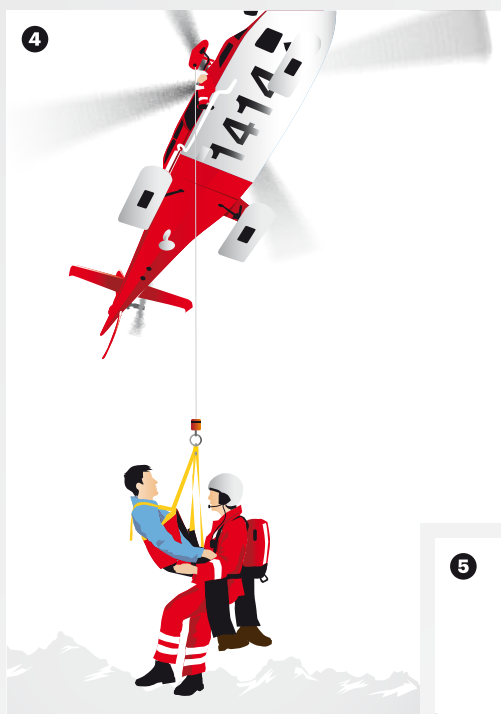


1
The hoist operator attaches the flight physician to the end of the hoist cable and lowers him to the patient. As the pilot's view of what is happening below is restricted, each individual action is communicated over the on-board radio. "Flight physician attached to hoist... Ready to reel out hoist... Physician out... Hoist running... 80 metres ... 60 ... 40 ... one metre to the ground."



2
Four metres above ground, the flight physician signals to the hoist operator that he has almost reached the ground. The hoist operator gently brings the hoist to a halt and sets the physician down. Depending on the situation, the pilot either remains in a hovering position above the accident site or looks for a place to land.

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4
As soon as the flight physician and patient are ready, the hoist operator reels in the cable. The hoist is able to transport two persons or a maximum of 270 kilos. At that point, it is not the steel cable that reaches its limits, but the electric motor driving it.



3
Having been set down next to the casualty, the physician makes an initial tentative diagnosis. He administers emergency medical assistance to the patient and, according to his injuries, prepares him for being transported with the hoist. The pilot forwards the suspected diagnosis to the Operations Centre, so that the staff there can inform the nearest suitable hospital.



5
For a short time, the doctor and casualty remain outside the helicopter until the helicopter can land safely at a temporary landing site. The patient is then transferred into the cabin and flown to hospital.



See for yourself how the individual crew members work closely together during a hoist operation:

www.youtube.com/regatv



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Popular destination among long-distance paraglider pilots: once in the air, the winds from Quixada carry them for hundreds of kilometres.



Almost twenty years without accident: Stephan Gerber is an experienced pilot and is familiar with the most demanding conditions.

Paragliding dream in Brazil comes to a shattering end

Stephan Gerber is lying in the public hospital in Teresina, a city of just under one million inhabitants in the north-east of Brazil. It is night, but it is still hot and sticky. His back is hurting, he can barely move. His bed, an uncomfortable wooden stretcher, is parked in the corridor in the middle of the Accident & Emergency department. There is no chance of sleep; the pain is far too intense. He has been given no painkillers. No money, no medicine – and his wallet containing his credit card has yet to arrive. In the narrow corridor, people keep bumping against his stretcher, each time sending pain shooting across his back. He is unable to tell anyone, for his Portuguese is not good enough. “The pain was almost unbearable. But the sense of loneliness was even worse,” recalls Stephan Gerber, as he describes his ordeal. “When you feel so bad, all you want to do is go home.”

Next morning, after a nine-hour journey through the Brazilian hinterland, a courier finally arrives with his credit card from the hotel. Now he can pay to be moved to a private



Stephan Gerber
38, paraglider pilot

“When you feel so bad, all you want to do is go home.”

A man from Lucerne fulfils his dream of a long-distance paragliding flight. And lands up on a stretcher in A&E.

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hospital and have the wooden cot replaced by a thin mattress. But Stephan Gerber has reached the limits of what he could endure, and can take no more: he uses the emergency app to alert Rega. He is immediately put through to flight coordinator Kathrin Zuberbühler and tells her his story.

300-kilometre flight by paraglider

The previous day in Quixada: a group of twenty paraglider pilots, some from Switzerland and among them Stephan Gerber, are preparing to spend the autumn day in the air. The weather is good, but it is windy, with speeds reaching up to 40 km/h.

Quixada, situated not far from Fortaleza and with 80,000 inhabitants a small town by Brazilian standards, is well-known internationally as a top paragliding destination. The region has made a name for itself especially among long-distance paraglider pilots who want to clock up as many flight kilometres as possible and are experienced in flying in strong winds. In late autumn, the conditions here are ideal for ultra-long flights. ▶

Stephan Gerber, too, has long dreamt of taking to the air from this location. He feels up to the challenge: he has been paragliding without accident for almost twenty years, has countless hours of flying under his belt and is familiar with the most demanding wind conditions. In Brazil, he is aiming for a distance of 300 kilometres, which he expects to take around eight hours' flying time. However, right from the start things do not go exactly to plan for the ambitious Swiss paraglider pilot, and he is forced to wait half an hour at the launch site before the wind conditions are ideal for take-off.

The flight paths for paragliding around Quixada are precisely defined with GPS, as are all the points at which paragliders can land and be retrieved. Not far from his target, and feeling the first signs of fatigue after seven hours in the air, Gerber makes out a dark rain cloud on the horizon, almost exactly above where he was planning to land. He maintains his course in the hope that the cloud will disperse or move away in time, but also in the knowledge that landing in a different, unknown location can be risky.

Every pothole shuddered through my body

He can already sense the force of the winds from the movement of the tops of the palms beneath him. Gerber encounters turbulence

caused by a cold front and hits the ground hard with his backside on landing. Straight away he knows that something is wrong – severe pain shoots through his back. He tries in vain to stand up. Then he presses the help button on his Spot emergency transmitter, which sends a satellite message with his GPS coordinates to his fellow paraglider pilots in Quixada.

The pilot wraps himself in the wing of his paraglider for some protection and waits in no-man's-land for an hour before he is found by two paramedics. They lift him onto a wooden stretcher and drive for 90 minutes over rough roads to the nearest public hospital in Teresina. Every pothole sends pain through his spine and leg. In the hospital, he first has a computer tomography and receives the diagnosis just before midnight: a multifragmentary fracture of the lumbar vertebrae – absolutely all movement must be avoided.

After consultation between Rega and the attending physician at the hospital in Teresina, it is clear that Stephan Gerber is in urgent need of an operation. Any delay (and movement) could cause the fracture to shift; this is known as a fracture dislocation and can result in neurological complications. However, the operation cannot be performed at the hospital. That is why, just half an hour after he first made his call, Rega confirms that the air ambulance is being sent to Brazil, the flight schedules are already being drawn up and the crew members briefed.

“For the first time since my accident I was able to relax a little,” says Stephan Gerber. From now on, things start to look up. Never has he been so glad to be a Rega patron. “The happiest moment of my holiday was when the next day the door opened and two members of the Rega crew walked in.”

On the day of his departure, some of the local staff offer to help move the patient onto the Rega stretcher. They are somewhat taken aback when the emergency flight physician and flight nurse decline. Using what is known as a scoop stretcher, a special piece of equipment to gently transfer patients with spinal injuries, they have Gerber into the ambulance and on the way to the airport in no time at all. Packed into a stabilising vacuum mattress and with



Help via satellite: a Spot emergency transmitter and GPS device are his constant companions.



Professional medical assistance: due to his back injuries, the Rega crew lay the patient in a vacuum mattress.

medication to relieve the pain, the injured man is as comfortable as possible on his homeward flight.

Rega crew provide holiday highlight

Three days after the accident, just before midnight, the Rega ambulance jet lands at Zurich Airport. Gerber’s girlfriend, who has been kept up to date by the Rega Operations Centre, is there to take him in her arms as soon as the plane lands. “It’s great to be back in Switzerland,” says Gerber. The ambulance takes them both to the Inselspital University Hospital in Berne, where he later undergoes several operations on his fracture and makes a good recovery. Since then, Stephan Gerber has already made a number of paragliding flights. He was exceptionally lucky not to have suffered any complications. All the same, he intends to leave long-distance paragliding to others in the near future.

Philip Zumstein

K Repatriations of patients from abroad in 2013



- 1 Europe 684**
Southern, Central, Northern & Eastern Europe
- 2 Africa 74**
North & South Africa, including Central Africa
- 3 Asia 61**
- 4 America 52**
North, Central & South America
- 5 Near/Middle East 48**
- 6 Oceania 17**



A healthy sense of adventure

Flight nurse Sonja Stoller has already accompanied more than 300 patients back home for Rega. Yet her unusual work on board air ambulances and scheduled airlines is anything but routine.

Sonja Stoller, you work as a flight nurse for Rega. What is a typical working day for you?

There's no such thing as a typical day in my job. Depending on the mission and work schedule, I often only know at very short notice that I am needed. I get a call and an initial briefing on the phone from my colleagues in the Operations Centre. One to two hours later, I am at the Rega Centre in Zurich-Kloten, ready to fly, and am given a full briefing.

Rega repatriates patients not only on its own air ambulances but also on board scheduled airlines. Are there differences between the two?

On the ambulance jet, I work as part of a team. Every member has their own clearly defined role and area of responsibility. I may be the only flight nurse on board, but I am never entirely on my own. It's a different matter on a scheduled flight. Then I'm usually alone and solely responsible for the patient.

Are there medical differences between the missions?

Yes, definitely. The ambulance jet is a flying intensive care unit, and the patients have usually suffered severe, multiple injuries. For these patients, who are often being artificially ventilated or have been intubated, the main focus is clearly of a medical nature. Repatriation on a scheduled flight is a little different. The patients are less seriously injured and require less care. I then also deal with the customs and visa formalities on behalf of the patient and organise the transfers between the hospital and the airport. That may sound

quite straightforward, but depending on the destination it can prove to be a real challenge.

Is there a particular repatriation on a scheduled flight that you particularly remember?

Yes, the one from Bangladesh last year. It's a country I was not familiar with until this mission and one of Rega's less frequent destinations. It really was an adventure, and presented me with a number of challenges.

How do you mean?

Bangladesh is not entirely safe, which means I have to be even more careful than usual. That's partly also because I'm not just responsible for myself, but for the patient, too. On

this particular mission in Bangladesh, I was involved in an accident during the transfer by taxi from the airport to the hotel. Suddenly the police and

military were everywhere. Situations like that briefly make me feel a bit uneasy. But in the end, I have to stay calm and trust in my own abilities and – if necessary – the support of the Operations Centre in Zurich.

Are you in danger during a mission?

I wouldn't say that. Obviously, there are unpleasant situations, but we don't take any unnecessary risks. Rega continuously carries out risk assessments and establishes the hazard potential of each destination. As employees, we have the right at any time to turn down a mission. Having said that, you certainly need a sense of adventure, flexibility and organisational skills if you want to do this job.



Accompany Sonja Stoller when a patient is repatriated from Bangladesh

www.youtube.com/regatv

It sounds like you've found the job of your dreams?

Absolutely. I can combine my passion for medicine with my love of travel – what more could I ask for? My work takes me to countless countries and brings me into contact with people, languages and cultures in a way that would otherwise not be possible. The fact that I never really know exactly what to expect and where my next mission will take me adds to the fascination. Yesterday Bangladesh, tomorrow Australia maybe, and Majorca the day after. There's never a dull moment. The best thing about my job is the personal contact with our patients, and bringing them safely home. It's very motivating and a great feeling to know that I'm making a positive difference to other people's lives.

Interview: Karin Hörhager



Medical emergencies abroad in 2013

Patients repatriated in a Rega ambulance jet

797

Patients repatriated on a scheduled aircraft

139

Diving accident in Lake Geneva

The two Rega crews from Western Switzerland, based in Lausanne and Geneva, were called to the aid of two injured divers. The experienced water sports enthusiasts from German-speaking Switzerland raised the alarm by means of Rega's emergency app and were flown to Geneva University Hospitals (HUG).



26

La Tour-de-Peilz (VD), 1.2.2014

After exploring a well-known wreck that lay at a depth of around 60 m in Lake Geneva, in a spot along the riviera not far from La Tour-de-Peilz (canton Vaud), for some unknown reason one of the two divers rose to the surface too quickly. On doing so, he failed to comply precisely with the prescribed decompression stops.

An experienced diver, as soon as the first symptoms of decompression sickness arose, he took the correct action by immediately alerting Rega's Operations Centre in Zurich. The rescue helicopter, "Rega 4", from the Lausanne base flew the diver to Geneva University Hospitals (HUG), where he was treated by the medical specialists there in the decompression chamber.

Gitti Kuhn

"With diving accidents, swift transport to a suitable hospital is vital."

The second diver, who had also not complied properly with the decompression stops due to a defective diving watch, was able to descend again and then make a controlled ascent. As, however, the symptoms of decompression sickness can sometimes not manifest themselves until several hours later, the man was also flown by the crew from the Rega partner base in Geneva to the HUG for observation.

According to Gitti Kuhn, Head of the Helicopter Operations Centre, Rega receives around 60 emergency calls every year in connection with diving accidents. Around a third of them require the intervention of a rescue helicopter.

Karin Hörhager



Avalanche accident in Ticino

Pizzo di Cadrèigh (TI), 24.2.2014

Three off-piste skiers from German-speaking Switzerland were buried under an avalanche in the Val di Blenio. Two suffered serious injuries and had to be flown to hospital by "Rega 6" from Locarno and "Rega 8" from Erstfeld.

Rescue after snake bite

Chüeboden (SG), 29.3.2014

A climber who had been bitten by a snake had to be flown by Rega's St. Gallen crew to the University Hospital Zurich, the only place to stock the necessary antidote.

Hoist operation on the Uetliberg

Felsenegg (ZH), 4.2.2014

On the Uetliberg, "Rega 1" from Dübendorf evacuated an injured hiker from steep terrain using the rescue hoist, and flew him to hospital for treatment.



The Rega year 2013 in figures

On average,

38

missions per day organised

2,022

clarifications carried out by Rega's medical consultants



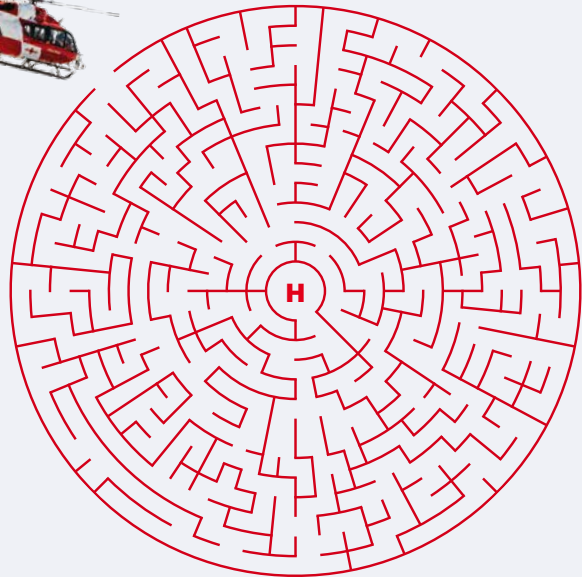
10,205
operations using the rescue helicopter

Rega kids

Word quiz The words **Rega**, **helicopter**, **jets**, **help** and **rescue** are hidden among this jumble of letters. Can you find them? We have already found the first word for you.

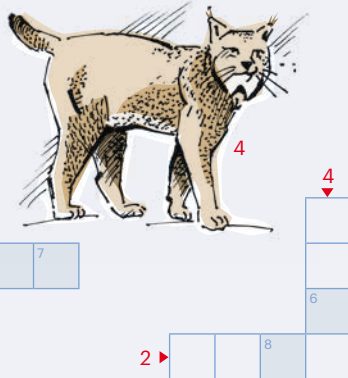
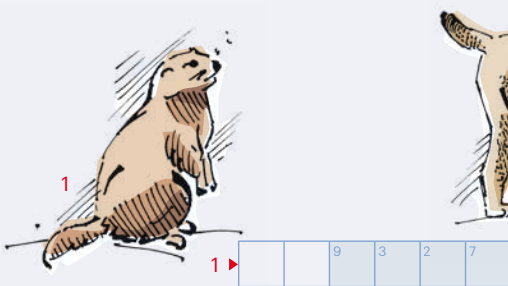
D	C	R	E	G	A	F	N	L	Y
Q	I	W	F	D	N	F	E	G	O
H	E	L	I	C	O	P	T	E	R
L	Q	L	M	T	L	X	H	F	O
B	K	N	R	E	S	C	U	E	G
I	Z	J	K	T	F	D	S	V	C
P	H	E	L	P	E	F	R	W	J
B	Z	H	T	I	K	K	M	J	E
P	R	T	B	F	W	M	Y	X	T
R	L	U	P	S	Y	G	G	D	S

Picture quiz Help the pilot to set down the Rega helicopter safely on the helipad.



27

Competition Enter the names of these animals in the correct boxes and find out which animal has been extinct in Switzerland since 1990, but in recent years has been sighted in border areas.



Answer:

1	2	3	4	5	6
---	---	---	---	---	---

5	7	7	8	9
---	---	---	---	---

Write the answer on a postcard and send by 31 July 2014 at the very latest to:

Swiss Air Rescue Rega
 "Quiz" The Rega Magazine 1414
 PO Box 1414
 CH-8058 Zurich Airport



Ten winners drawn from the correct answers will each receive a wonderfully soft microfibre bath towel worth CHF 29. **Good luck!**

Answer from issue 81: 1414, Rega's emergency number in Switzerland.

Each of the following have won a Rega Memory game:

M. Antonietti, Bottmingen | V. Boatta, Petit-Lancy | Y. Cadei, Gordevio | M., B. & E. Früh, Spiez | L. Gerber, Trub | D. Grossi, Gudo | M. Jaccoud, Promasens | A. Rodio, Les Diablerets | D. Seeger, Baar | M. Thoma, Zug
Congratulations!



How you raise the alarm makes all the difference. What you need to know to act correctly in an emergency.

Whether during a hike or a mountain bike tour, it happens in a flash. A misplaced footing, a sudden fall or a medical problem – and the situation has suddenly turned into an emergency. The expectations made of the Rega rescuers are quite clear: to provide swift and professional assistance. Just like its partner organisations, Rega does everything in its power to fulfil these expectations to the very best of its abilities. But by raising the alarm correctly and observing a few basic principles, you can help the Rega crew in their work and contribute towards the casualty being rescued – and therefore also receiving swift emergency medical attention – smoothly and quickly.

The right emergency number

When should I call Rega direct via the emergency number 1414? When is it better to contact the police or ambulance service 144? Don't worry: regardless of which emergency number

you choose, you will receive professional help. The emergency services in Switzerland are closely networked and people in urgent need of assistance will be quickly put through to the appropriate service.

When calling Rega direct, the following rule of thumb applies: if a rescue helicopter can reach the patient faster than any other form of rescue, it is best to call Rega's emergency number 1414 direct. This would be the case, for example, if the casualty is located in rough or inaccessible terrain and access by rescue services on the ground would be impossible or take too long.

One of the main advantages of the rescue helicopter is speed, which makes it the best choice in cases where rapid and gentle transport to a central hospital is important – for example, in the case of suspected back injuries, cardiac arrest or stroke, amputated limbs, severe burns or difficulty in breathing.



Checklist for raising the alarm

- 1 Where did the accident occur?**
Give coordinates, canton, place, locality, prominent landmarks
- 2 Who can be contacted at the accident scene, and how?**
Full name, telephone number
- 3 What exactly happened?**
How did the accident happen? What did you see?
- 4 How many casualties? Injuries?**
Number of people, nature of their injuries.
- 5 Situation at the accident site?**
Can a helicopter land there? Any obstacles, e.g. cables, power lines, antennae?
- 6 Weather conditions at the accident site?**
Visibility? Rain? Wind?



Emergency numbers

- 117** Police
- 118** Fire services
- 144** Ambulance services
- 1414** Rega (within Switzerland)

A further benefit offered by the Rega helicopter is that an emergency flight physician is always part of the crew. In the event of a fall from a great height, an accident involving multiple casualties or seriously injured or ill children, or in any other cases where medical assistance on site is necessary, 1414 is the number to call.

Emergency app, mobile phone or emergency radio?

First the good news: there is no right or wrong. Fundamentally, we recommend that if possible, the alarm should be raised via Rega's emergency app. Then the precise coordinates of the accident site are automatically transmitted to the Operations Centre and the helicopter pilot knows exactly where the person in distress is located. If you do not own a smartphone, or have not installed the Rega app on your phone, you should contact Rega via its emergency number 1414.

What if there is no mobile network available, but you are carrying an emergency radio? The emergency radio channel (161.300 MHz) can be used all over Switzerland to raise the alarm. It is monitored by the Rega

Rega tip

“Charge your phone before your trip and keep it warm and protected – in an emergency, it can save lives.”

Operations Centre and uses Rega's radio network infrastructure. While coverage is widespread, as with the mobile phone network, there are a few areas where there is no reception. If the emergency radio does not work, change your location or try calling the European emergency number 112.

Tip: Charge your phone before your trip and keep it warm and protected – in an emergency, it can save lives. It is also useful to inform relatives, friends, hotel staff or mountain hut wardens where you are going and how long you estimate your tour to take. If an emergency arises, the rescue services will then have a better idea of where to search.

The helicopter is landing!

In spite of all precautionary measures, an excursion can occasionally

still end in an accident. Once Rega has been alerted, it is not long before the chopping noise of a helicopter can be heard in the distance. As it approaches, you can help the crew by attracting their attention using the correct signs (see illustration). Do not be alarmed if the rescue helicopter does not land immediately. The pilot usually circles over the area to assess any potential hazards from the air and look for a suitable landing site.

The helicopter will land as close as possible but as far away as necessary. During landing, it produces a strong downdraft, so you should secure loose objects such as jackets or rucksacks. Do not approach the helicopter until the rotor has come to a standstill and always follow the instructions of the crew.

The best rescue is one that can be avoided! If, however, you do ever have cause to call out Rega, we hope that these tips will help you to act calmly and sensibly.

We wish you an enjoyable and accident-free summer.

Karin Hörhager

K Precautionary measures during the approach of the rescue helicopter

Hand signals to the rescue helicopter

Yes
We need help

No
We do not need help

Suitable landing site for the rescue helicopter

- 1 Area of 25x25 metres, free of obstacles (no cables, power lines, etc.)
- 2 Approx. 100 metres away from the accident site
- 3 Remove any loose objects lying around (clothes, rucksacks, sun umbrellas, etc.)
- 4 How to behave at the helicopter landing site
 - when the helicopter is approaching, kneel down and stay where you are
 - maintain eye contact with the pilot
 - do not approach the helicopter until the rotor has come to a standstill

“In an emergency, we can surpass ourselves.”

30 **First aid – a real challenge for each of us. We would all want a competent first responder to come to our aid in an emergency. But what decides whether a person takes action or averts their gaze? Are some people born first responders? And is it possible to learn how to react properly?**

“We aren’t born with the ability to be a competent first responder. But the way we experience emergency situations in our childhood does leave its mark. For example, if our parents are overanxious, we tend to be cautious ourselves. If they are active, resolute types, it’s more likely that we would behave in a similar manner when it comes to handling emergencies.” The person who says this knows what she is talking about. Tanýa Bauer is responsible for corporate and specialist first aid courses run by the two Samaritan organisations, the Thurgauer Samariter and the Schweizerischer Samariterbund. She has been training first responders since 2001.

No matter how our characters are shaped during our childhood, there is no excuse for not helping in an emergency. “These days, we know that inhibitions about being willing to provide first aid have a decisive influence. We look at this topic in each of our courses and try to help participants lose their inhibitions by

means of practical exercises. It’s very important to realise that everybody has inhibitions that need to be overcome. That’s the fluttering feeling you get in your stomach, which is quite normal. Our task is to show people that they don’t have to be afraid of doing something wrong.»

Make optimal use of your strengths

Even the best course cannot completely rid you of your fears. But it can make you more aware of your personal strengths and weaknesses. For in an emergency, there is a job for everyone: “If somebody can’t stand the sight of blood, they should simply do something else – raise the alarm, keep a clear overview of the situation, direct the rescue services to the accident site, or look after the relatives.” The important thing is to make optimal use of your strengths. According to Tanýa Bauer, the keywords here are ‘within reason’: “If you can’t swim, you shouldn’t jump into the lake to rescue somebody. Instead, you should look for somebody else who can swim.»

Tanýa Bauer knows from experience that quiet, seemingly reserved people, too, have got what it takes to take charge in an emergency. “We can all surpass ourselves and discover that we are capable of doing more than we think,” she says. As with time people forget what they have learned, she recommends attending a refresher course or re-reading the course documentation. For being well prepared is a major step towards overcoming inhibitions.

Sascha Hardegger

► Information and courses:
www.samariter.ch



Stefan Herger is involved in Rega missions as an emergency flight physician. He is the driving force behind the recently published first aid booklet, “Erste Hilfe leisten – sicher handeln” (see box).

Stefan Herger, why do we need another book about first aid?

In our booklet, we don't simply describe the standard resuscitation techniques, but also examine other topics, such as eye disorders or accidents involving injury to the teeth. Therefore the content is geared towards a broader public. It's not our intention to compete with other books, but rather to complement them.

How is your book structured?

Each disease or illness is dealt with in the same way. The main symptoms and initial measures to be taken are described and highlighted, and then supplemented with more detailed information. At the

end of each entry is a mnemonic. This waterproof booklet is a kind of nutshell guide and also contains instructions on what to do in the case of a medical emergency.

As the author, what message are you particularly aiming to convey?

That providing first aid is not just something for people with medical training, but for everyone. We're all capable of taking correct action in an emergency, and by doing so, of making a real difference. Our handbook aims to motivate people to deal with all kinds of unexpected situations in a professional manner. It also shows that it's not always necessary to rush off to the nearest A&E unit.



Stefan Herger Emergency flight physician at Rega and the Regio144 rescue service, co-author



Booklet: “Erste Hilfe leisten – sicher handeln.”



To provide key tips on what to do in everyday emergency situations in a clear and informative way – that is the aim of this joint publication by Rega and the Swiss organisations, Samariterbund, Lebensrettungsgesellschaft, SAC and Alpine Rescue. The new first-aid guide helps to identify disorders more easily and to handle emergency situations in a professional manner, from breathing difficulties to toothaches.

Available (in German only) at a price of CHF 32 in the Rega Shop: www.shop.rega.ch

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30.31 AUG 16 7 SEP

HOCH HINAUS IM JOB?



SPHAIR



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Schweizer Armee
Luftwaffe

INFOS HIER:
www.facebook.com/sphair.ch
www.sphair.ch

Rega Shop

with five useful new products

OUR
HIGHLIGHTS



1 Outdoor first aid kit 89.—

The most important first aid items for outdoor use, compiled by Rega doctors. This set contains top-quality material (from IVF Hartmann) and is characterised by its innovative moist wound dressings. The case can be expanded by means of an extra zip, making room for additional products.

Contents

- Face shield (for protected mouth-to-mouth resuscitation)
- Tick removal card
- Sterillium hand disinfection wipes
- Antiseptic wipes for cleaning wounds
- Tear-resistant Nitril disposable gloves
- Waterproof spray plaster 21.5 ml
- Pouch containing adhesive plasters
- Graze and burn plasters
- Blister plasters
- Sterile compresses
- Coolfix cooling bandage 6 cm x 4 m
- Self-adhesive bandage 6 cm x 3 m
- Gauze finger bandage, 4 x 50 cm
- Set of wound closure strips 6 mm x 76 mm
- Knee/elbow pad for children
- Set with scissors, tweezers and safety pin
- Roll of adhesive plaster to secure bandages, 2.5 cm x 5 m
- Foil emergency blanket
- Tin to store medicaments
- First aid checklist
- External dimensions: 20 x 13 x 6 cm
- Weight: 595 g

2 Compact universal adapter 59.—

The compact SKROSS World Adapter Pro+USB enables travellers to use both 2- and 3-pole electrical devices worldwide. It can also be used to charge two USB devices simultaneously. Safe power connection in over 150 countries (in Japan and USA compatible with 3-pin plug). Complies with international safety standards.



3 Challenger CL-604 29.—

The twin-engine ambulance jet in a scale of 1:95, 22 cm, plastic. Collector's item (not suitable as a toy).

BESTSELLER



4 Sports sunglasses with high-quality lenses 139.—

The sports sunglasses TN deluxe skiny feature photochromic, polarised lenses that automatically adjust to changing light conditions. The Class 1 lenses are unbreakable. 100% UV protection up to 400 nm. Hightech frames made from high-grade material, flexible yet stable. The sunglasses weigh just 28 g. CE certified. Come in a protective case with a belt buckle and karabiner, as well as a microfibre pouch. Black. Further technical information: www.TNsunglasses.ch

► TN sunglasses Rega Edition



8 "Traveller" multitool by Victorinox 112.—

Pocket knife, thermometer, altimeter and barometer all in one.

► Free extra: high-quality leather case



9 Shoulder bag 49.—

The perfect companion for school, university, office or leisure. Spacious main compartment, front pocket with two zips. Metal plaque embossed with Rega logo.

- Detachable, adjustable padded shoulder strap, 5 cm wide
- Material outer: rock grey, water-resistant canvas
- Material inner: red nylon lining
- Dimensions: 34 × 35 × 10 cm (L×H×B)

► Extra feature: free protective cover (23 × 32.5 × 3 cm) to accommodate a 13" laptop

10 Summer cap 15.—

Anthracite-coloured cap with embroidered lettering. One size, adjustable. 100% cotton.

34



5 DVD "Rega close up" 15.—

Swift medical assistance by air: what characterises Rega's rescuers and their day-to-day work? The 68-minute DVD documentation portrays scenes from everyday life at Rega. Available in G, F, I & E.

NEW



7 Weekender 59.—

Weekender bag, featuring a spacious main compartment with two inside pockets and one zipped outer compartment.

- Detachable, adjustable shoulder strap (max. 110 cm long), 5 cm wide, with shoulder pad
- 2 carrying handles
- Material outer: rock-grey, water-resistant canvas
- Material inner: red nylon lining
- Volume: 30 l
- Dimensions: 47 × 37 × 15 cm
- Suitable as hand luggage

► Free extras: rock-grey canvas toilet bag (24 × 14 × 10 cm) and two nylon pouches (40 × 50 cm) for small items of clothing or shoes, anthracite.

NEW

6 City rucksack 39.—

Elegant rucksack for the city. Spacious main compartment, both inside and outside with a small pocket with zip.

- Adjustable shoulder straps (50–62 cm)
- Back not padded
- Material outer: rock-grey, water-resistant canvas
- Material inner: red nylon lining
- Volume: 12 l
- Dimensions: 33 × 40 × 9 cm



NEW



11 Bath towel for leisure activities 29.—

This lightweight microfibre bath towel feels pleasantly soft, absorbs water like a sponge yet dries out quickly. Ideal for sports enthusiasts and travellers. Comes with an air permeable carrying bag.

- Material: 85% polyester, 15% nylon
- Colour: sky blue
- Weight: 240 g
- Dimensions: 60 × 120 cm
- Wash separately at max. 50 °C

CLASSIC



12 Baseball cap 15.—

Black with embroidered Rega logo. One size, adjustable. 100% cotton.

NEW



13 Sleeping bag Light 89.—

The Rega sleeping bag with a comfort temperature of +8 °C is suitable for use between spring and autumn in a tent or hut, or on Interrail trips.

- | | | |
|---|--|----------------------------------|
| - Mummy shape with a neck baffle for extra warmth | - Material inner: pleasantly soft polyester fabric | - Weight: 1200 g |
| - Dimensions: body length of up to 185 cm | - Filling: hollow polyester fibres | - Pack dimensions: 19 × 34 cm |
| - Material outer: tear-free Ripstop polyester | - Comfort temperature: +8 °C | ▶ Free extra: fabric storage bag |
| | - Lower temperature limit: 0 °C | |

14 Suitable for use with silk inner sleeping bag 69.—

NEW



15 Trekking poles 89.—

The telescopic trekking poles from Komperdell ensure that hikers always have a firm footing when going up or down the mountain, and minimise stress on the hips, knees and ankles. The comfortable grip with adjustable strap band enables optional positioning of the hands and arms.

- Material: aluminium, 3 sections
- Power Lock II system enabling the length to be adjusted quickly and securely
- Easily adjustable neoprene strap band
- Removable trekking baskets
- Tungsten/carbide F pole tip
- Length: adjustable 105-140 cm, retracts to 70 cm
- Weight: 580 g/pair
- Guarantee: 3 years

BESTSELLER



16 Digital luggage scale 29.—

The digital display on this luggage scale shows how heavy your luggage is before you check-in for your flight (max. weight 50 kg). Made from robust plastic with a fabric strap. Dimensions: approx. 16 × 10 cm.



17 Swiss men's solar watch 175.—

Available in silver or red. Black silicone strap. Case Ø 38 mm. *



18 Swiss ladies' solar watch 199.—

Available in orange or blue. Black leather strap. Case Ø 33 mm. *

* The Swiss quartz movement of the Swiss men's and ladies' solar watches with data display is powered by solar cells. Dark-coloured solar dial with white hour and minute hands and red second hand, hardened mineral crystal. Lithium ion battery with 5-month power reserve.

- 2 year guarantee on manufacturing and material defects
- Water-resistant 3 Atm./30 m

19 Eurocopter EC 145 29.—

Rega operates the EC 145 rescue helicopter at its lowland bases. Collector's item (not suitable as a toy). Scale 1:45, 22 cm, metal.



20 AgustaWestland Da Vinci 29.—

Rega's da Vinci rescue helicopter is specially designed to perform rescues in the mountains. Collector's item (not suitable as a toy). Scale 1:43, 27 cm, metal.

Online Shop

Place your orders in comfort and around the clock online via the Rega Shop.

www.shop.rega.ch

Orders by telephone or fax

We would also be pleased to accept your orders direct via the following Rega Shop numbers.

Telephone orders **0848 514 514**
Fax orders **0848 514 510**

Terms and Conditions

- Articles are available as long as stocks last.
- A charge of CHF 8.80 is made for orders to cover postage and packaging costs within Switzerland.
- Articles can be returned within 7 days.

The articles sold in the Rega Shop are of high quality and have been specially selected for our patrons. By purchasing an item, you are helping Rega to transport emergency medical assistance to people in distress 365 days a year.

**Please complete the order form and send in a stamped envelope to:
Rega Shop, Postfach, CH-3076 Worb.**

Sender (please complete in block letters)

Ms Mr

Family name _____

First name _____

Street/No. _____

Area code/Town _____

Tel. _____

Patron no. _____

Signature _____

For the youngest Rega fans



21



26



27



22



23

25



28

21 Teddy bear 29.—

With his removable helmet and overalls, the Rega teddy bear is well equipped to take every adventure in his stride and is never too tired to play. 30 cm high. Complies with CE safety regulations.

23 Ambulance jet soft toy 10.—

For young children to play with and cuddle.

23 Globi book (G) 20.—

"Globi bei der Rettungsflugwacht", in German

24 Globi colouring book 4.—

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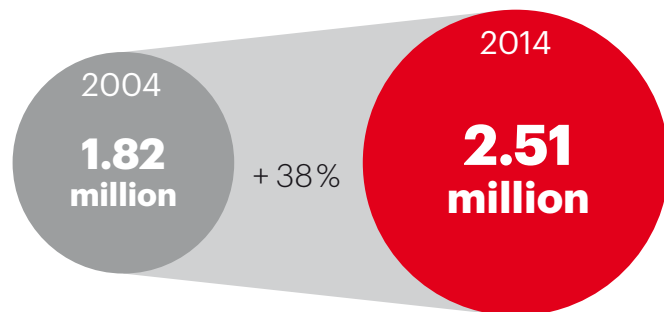
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