



**rega**   
60 years. Thanks to you.

Issue no. 78, June 2012

Swiss Air-Rescue Patrons' Magazine

B-7PC

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### 4 Medical assistance by air

#### Transporting medical assistance around the clock

Sixty years of medical care in the field of air rescue – already Rega’s pioneers succeeded in achieving the impossible. Rega has remained true to this credo. Thanks to high-tech equipment, it can even rescue critically-ill patients.

### 8 Assistance worldwide

#### Rega’s ambulance jets are in operation all over the world

Rega is the competent organisation to contact when Swiss nationals suffer a serious accident or illness while they are abroad. There is someone available around the clock who speaks a familiar language, and once in the Rega ambulance jet, patients almost feel as if they are already home.

### 12 Raising the alarm

#### From a simple front room at home to a highly-modern operations centre

The Operations Centre is Rega’s nerve centre. It receives emergency calls around the clock and coordinates all the missions, both at home and abroad. The work that is now facilitated by state-of-the-art technology was earlier done by hand.

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#### The development of the Rega fleet over six decades

Rega’s helicopters and ambulance jets depicted on a double-page spread, and on the reverse, a large-sized picture of the current fleet – to detach and hang on your wall.

### 19 Air rescue in Switzerland

#### Rescue helicopters fly direct to the scene of the accident – in almost every weather

These days, Rega transports emergency medical care to the remotest locations. Already in the pioneering days, the air rescuers had to overcome major difficulties. However, even today, adverse weather conditions can make a rescue mission impossible.

### 24 Infrastructure

#### Head office at Zurich Airport and helicopter bases all over Switzerland

State-of-the-art infrastructure and equipment at both Rega’s head office and its helicopter bases guarantee round-the-clock operational readiness and flight safety. This was not always the case – at one time, a Rega crew had to take up residence in a caravan and the rescue helicopter was stationed under a bridge.

### 28 Incidents

#### Missions following major disasters and Rega’s own tragic occurrences

Rega is also called on for assistance when major incidents occur, such as a coach accident with numerous casualties. However, Rega has itself experienced various tragedies in its history. A number of Rega employees have lost their lives, and a page in this jubilee magazine is dedicated to them.

### 32 Jubilee

#### Rega says thank you with Open Days, a new film and a competition

Rega is expressing its grateful thanks to its patrons by organising special Open Days at the Rega head office and at its lowland bases. The brand new film, “Rega close up”, shows everyday life as a Rega rescuer at close quarters and in a very personal way. Make sure you enter our film matinée competition!

**+41 (0)844 834 844**

**Service number for patrons**

How to contact Rega: see page 32

**Cover picture:**

The faces of Rega – all of its employees at a glance.

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Rega Communications  
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**Editorial team**

Sascha Hardegger, editor-in-chief  
 Ariane Güngerich, managing editor  
 Philipp Keller, picture editor  
 Wanda Bühler  
 Maria Betschart

**Additional contributors**

Walter Stünzi  
 Antonella Stefanelli  
 Federica Mauri  
 Stéphanie Spiess  
 Christian Trottmann  
 Christophe Campiche

**Photos**

Rega picture archive (pp. 1, 2, 3, 4,  
 5, 7, 8, 9, 10, 12, 13, 14, 16, 17, 19,  
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 Christian Perret (pp. 2, 13)  
 Massimo Pedrazzini (pp. 2, 21)  
 Heinz Rindlisbacher (p. 5)  
 Peter Lewis (pp. 9, 25)  
 Friedli Engesser (p. 9)  
 Philipp Keller (pp. 14, 15, 18, 25, 26, 29)  
 Thomas Gnägi (p. 21)  
 Jacques-André Dévaud (p. 26)  
 Sascha Hardegger (p. 29)  
 Frank Born (p. 29)  
 Other (pp. 4, 7, 10, 14, 26, 29, 31)

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# Dear patrons

*Since it was founded in 1952, Rega has flown over 300,000 missions – and rescued at least as many people. Emergency medical assistance by air is not on the decline; quite on the contrary, Swiss Air-Rescue's services are in greater demand than ever before. In 2011, it flew 10,797 helicopter missions; that is 5.7 percent more than in the previous year.*

*In its jubilee year, Rega would like to thank you, its patrons, most sincerely for your invaluable support. For one thing is certain: without its patrons, Rega would not exist. It is your annual contributions that enable Rega to provide rapid, professional help from the air, day after day. Rega now has almost 2.4 million patrons, many of them family patronages. In 2011, 86,000 new registrations were received.*

*With this special jubilee edition of our patrons' magazine, 1414, we would like to give you an insight into Rega's 60-year-old history. It aims to illustrate the benefits and services offered by our organisation and to show the direction in which our journey is leading. What was air rescue in Switzerland like in the past and how is it different today? What challenges will the future bring? We provide the answers to these questions.*

*One thing we are sure of: in the future, too, Rega intends to play a pioneering role when it comes to helping people in distress. For the past 60 years, the public have been able to rely on Rega, and they will continue to do so in the years to come.*

**60 years. Thanks to you.**

*Yours sincerely*

Ernst Kohler

CEO/Chairman of the Management Board

1950s:  
the patient is transported  
on an external stretcher – all  
on his own and without any  
medical care.



From basic first aid to high-tech medical care

# Rega flies medical assistance to the patient around the clock

**If you take a look at the aspect of medical care in Switzerland's air rescue history, it seems as if centuries have passed rather than just six decades. Already in the pioneering days, Rega's doctors succeeded in achieving the impossible. Rega has remained true to this credo. Nowadays, thanks to high-tech equipment, it can transport critically-ill patients with highly complex medical conditions.**

It is incredible how things have changed in the space of sixty years. Indeed, it is not that long since patients have been able to be transported by helicopter in the first place. In the early years, the patient was placed on a stretcher covered by a plastic dome and left completely on his own during the flight. The only check was a quick glance from the pilot to ensure that the patient was still there. It was not until the 1960s that patients could be attended to while being transported. Prof. Dr. med. Georg Hossli

recalls one of the first such flights. He and the pilot did their best to place the badly injured patient, who had sustained an open fracture of the leg, as comfortably as they could in the cramped cabin. However, with this leg injury, they were not able to close the door – and ended up removing it altogether. During the flight, they almost froze to death. The Rega pioneer physician used to discuss each mission and its medical necessity beforehand with Fritz Bühler. "In those days, every mission was a dramatic



## 27 April 1952

### The organisation is founded

Swiss Air-Rescue is founded as a subsection of the Swiss rescue association, Schweizerische Lebensrettungsgesellschaft (SLRG), in the Hotel Bären in Twann.



## 1952

### Swiss Air-Rescue is ready to commence operations

On 25 December, Dr. Rudolf Bucher, the new head of Swiss Air-Rescue, announces over Radio Beromünster that the organisation's helicopters and parachutists are ready for action.



Helicopter landing on the hospital roof: today a normal occurrence, in the 1960s a crazy idea.

event in itself, and the medical care was very primitive.”

**1960s: the doctor is flown to the patient, the helicopter can land on the hospital roof**

Pioneers like Hossli are full of visions and often crazy ideas. In those days, one such notion was to land on the roof of the hospital. “Impossible!” came the reply. But then they were allowed to give it a try – and in time, such landings became the norm. Other ideas were to introduce a stand-by service and to fly the doctor to the patient. “Even the most efficient organisation is worthless if the physician is not able to get to the accident site,” says Hossli. The introduction of a new rescue box containing

first-aid supplies led to the standardisation of the basic medical equipment for both helicopters and jets. Thus modern-day emergency medical care at the scene of the accident and in the air took its course and today is an established part of air rescue services.

**1980s: first transportable oxygen measuring device**

These days, the small clip attached to the patient’s finger, which measures the oxygen saturation in the blood within just a few seconds and displays it on a monitor, is taken for granted. However, in the sphere of air rescue, this has only been possible since 1986 – constituting a milestone in the field of medicine. For in this year, Swiss Air-Rescue introduced the first transportable pulseoximeter, as this apparatus is known. While it had already been possible to transport intubated and artificially respired patients, their oxygen requirements could only be guessed. Blue lips and nails indicated that they had a low amount of oxygen in their blood. Now, during an ambulance-jet operation from Bangkok to Basel, the medical team were able for the first time to precisely measure the oxygen saturation of the patient’s blood.

**2009: high-tech medicine above the clouds**

The pioneering spirit of yesteryear manifested itself in the modern age. The impossible was now possible. For the first time in its history, Rega was able to transport patients suffering from acute cardiorespiratory failure thanks to a



1986: transport of an intensive-care patient requiring artificial respiration.



**Explore the region around Twann – Rega’s birthplace**

On 27 April 1952, Swiss Air-Rescue Rega was founded in the Hotel Bären in Twann. The municipality of Twann-Tüscherz congratulates Rega on its 60th jubilee. We would like to invite you, Rega’s patrons, to become better acquainted with the beautiful region around Twann on Lake Biel and we look forward to your visit.

Among the many places of interest, the Twannbachschlucht is definitely worth exploring. A trip into this rugged ravine, which rises up around the Twann stream, can be combined with a leisurely hike from Magglingen over the Twannberg mountain. A funicular railway operates between Biel and Magglingen, so this cultural trail can also be easily tackled by children in around three hours. The adventurous route through the ravine leads past waterfalls of various sizes, across wooden walkways and beneath hollowed-out cliffs, down to the picturesque wine-growing village. In the narrow winding streets of Twann, there is no shortage of wine cellars or restaurants. A boat trip on Lake Biel provides a fitting climax to an enjoyable day in a spectacular landscape.

Christophe Campiche,  
Municipal clerk, Twann-Tüscherz

[www.twann-tüscherz.ch](http://www.twann-tüscherz.ch)  
[www.tourismus-bielersee.ch](http://www.tourismus-bielersee.ch)



**1953**

**The first rescue parachutists**

In winter 1953, Swiss Air-Rescue parachutists are used on a rescue mission for the first time.



**1955**

**Large-scale live demonstration in Zurich**

During three days in March, over 300,000 spectators watch a live operations demonstration in the area around Zurich’s lower lake basin. Its purpose is to procure funds for air-rescue services.



small, mobile heart-lung machine known as the Life Box (ECMO), weighing just 16 kilos.

The first rescue helicopter mission and the first repatriation flight with an ambulance jet proceeded without a hitch. In addition, an intra-aortal balloon pump, or IABP for short, was used to support the patient's circulation and cardiac output. At the beginning of 2010 came the world premiere: the first transatlantic flight, at an altitude of 12,000 metres, with the Life Box on board saved a patient's life. During a holiday trip in the Caribbean, the man became so seriously ill that shortly afterwards he was admitted to the intensive-care unit in Pointe-à-Pitre, suffering from acute multi-organ failure. The hospital in Guadeloupe was pushed to its limits. After the arrival of the Rega crew, the patient's condition first had to be stabilised with



High-tech medical care is now possible on air-rescue missions at an altitude of 12,000 metres above sea level.

an ECMO and a blood filter (dialysis) in preparation for transportation. Fortunately, his state of health continually improved during the flight. The patient, Hans-Werner Lindgens, is deeply thankful. "Without Rega, I would not be alive today. I survived thanks to the calculated courage and tremendous expertise of the Rega staff. The typically unassuming Swiss manner can make room for a certain degree of pride. Thank you!"

**Medical apparatus: constantly adapted to the needs of air rescue**

With the equipment used for air rescue, 30 centimetres shorter or two kilos lighter, for example, can make all the difference, for space and weight on board the aircraft is extremely limited. The pioneering spirit of Rega's early era still exists to this day. Rega is actively involved in developing better, smaller and lighter high-tech medical equipment and works closely with the relevant manufacturers. In the past – as in the present – Rega has introduced medical apparatus that monitor patients even more precisely and ventilate them even more sensitively. In 2011, Rega was the first in the world to use a respiratory device with a so-called Intelligent Ventilation mode, which adapts and optimises the patient's breathing activity breath by breath – rather like the autopilot in an aircraft.

**Basic research: findings on patients transported by air**

The small-size medical devices that are in everyday use in the rescue helicopters and ambulance jets deliver precise online medical data relating to the patients. This information is recorded together with the physical flight data (take-off, flight and landing) and subsequently evaluated. This provides Rega – and therefore also the air-rescue sector as a whole – with new findings about the medical condition of patients with all kinds of illnesses during the various phases of the flight. Ninety-year-old Prof. Dr. med. Georg Hossli says that intensive-care treatment in Switzerland started at the beginning of the 1960s and that he had been responsible for introducing it in various stages at Rega. "Nowadays, we can fly intensive-care patients with highly complex medical conditions, and thus save their lives," says Rega's current Medical Director, Dr. med. Roland Albrecht. Rega is continuing the work begun by the pioneers all those years ago, flying emergency medical assistance direct to the patient around the clock.

*Ariane Güngerich*



Thanks to extensive experience and calculated courage, the impossible is now possible.



**1956**

**Emergency assistance in the USA**

After a plane accident, Swiss Air-Rescue pioneers recover the bodies of 128 persons from an inaccessible area in the Grand Canyon region.



**1957**

**The first helicopter of its own**

Thanks to a countrywide collection by the Association of Swiss Consumers' Cooperative Societies (now Coop), a Bell-47 J helicopter is purchased and placed at the disposal of Hermann Geiger to carry out rescue missions.

Rega comes to the aid of patients all over the world and flies them back home

# “In the Rega aircraft, it’s almost as if we’re already home”

A repatriation mission using a director’s private executive jet.



**We are a nation of travellers. Swiss nationals can be found in all corners of the globe, whether as tourists or on business. If they suffer a serious accident or become severely ill while they are abroad, Rega is the competent organisation to contact. At Rega, there is someone available around the clock who speaks their language and can take all the necessary measures. This also reassures the relatives back home – and has done so for over 50 years.**

A cycling accident on a Greek island, renal colic on safari in Africa, a fall in a wheelchair in Austria: whatever the situation, they all have one thing in common – those affected feel helpless, anxious and alone. Consequently, the familiar, reassuring voice on the telephone gives them hope and the knowledge that something is being done to help them. Rega recognised this need very early on and started operating repatriation flights as early as in the 1960s.

## 1960

### **An autonomous organisation under Fritz Bühler**

Swiss Air-Rescue breaks away from its parent organisation, the SLRG. Fritz Bühler is appointed Technical Director.

## 1960

### **First repatriation**

For its first repatriation mission, the private Piaggio P-166 aircraft owned by Dr. Armin Meyer flies a patient from France back home to Switzerland.





The world's first ambulance jet – a Learjet 24D.

### 1960: patients transported in the private aircraft of a doctor or bank director

Initially, Rega had no ambulance jets. However, good relations with the business world helped to solve this problem: in emergency cases, company executives came to Rega's aid by placing their private aircraft at its disposal. As a result, occasionally a banker or director had to travel abroad by train because his plane was being used for a repatriation mission. At that time, these flights were limited to Europe, for the majority of patients had to be fetched from Mediterranean countries. Pilots and medical specialists were called out as required.

### 1973: the first ambulance jet – a world first

However, this was to change on 30 June 1973, when the world's first civilian ambulance jet, the Learjet 24D "Henri Dunant", commenced operations. For Rega, having its own air ambulance opened up brand new possibilities. The aircraft was on stand-by around the clock, operated at high altitudes, and flew almost three times as fast as its predecessors. All of a sudden, it was possible to fly missions behind the Iron Curtain and over the equator. This paved the way for Rega being able to provide its services all over the world.

### To all corners of the globe

Nowadays, Rega also offers advice to people suffering medical problems of a general nature, not just in life-threatening situations. Every year, over 2,100 patients or their friends or relatives contact Rega from places all over the world. In two out of three cases, the Operations Centre can help without repatriation being necessary. It provides addresses for diagnoses and treatment, advises on suitable medicaments and, where appropriate, can also give the reassuring medical "all clear".

However, on 800 such occasions, this is not enough. These cases call for another of Rega's competences – the medically accompanied repatriation of patients back to Switzerland,



## A patron since birth

"Speed, solidarity and emergency assistance" – these are the three characteristics that Estelle Reymond associates with Rega. The 27-year-old teacher from Canton Vaud has, through her parents, been a Rega patron since birth. After coming of age, she decided to continue to support the air-rescue organisation. Even if she herself has never needed to ask Rega for help, she has experienced it at close quarters. After being involved in a car accident in Ireland, her mother was flown back to Switzerland on board one of Rega's ambulance jets. "In spite of the disagreeable circumstances, my mother has very positive memories of the repatriation procedure. The empathy and professionalism of the crew contributed greatly to the success of the mission," she relates. As an experienced horsewoman, Estelle Reymond has also observed several Rega missions at equestrian events. "These experiences show me just how important my Rega patronage is. With my contribution, I am supporting a rescue system that is unique worldwide and on doing so am directly helping people in need."

Stéphanie Spiess



Approximately twice a day, Rega flies a patient back home to Switzerland.

### 1966

#### Self-help by means of patronage

No funds from the Swiss government. However, a nationwide appeal for help proves successful. 25,000 patrons save Swiss Air-Rescue from financial ruin.



### 1968

#### Bell 206A, the first turbine-powered helicopter

The Jet Ranger HB-XCU has a turbine, but no rescue hoist. In mountainous areas where the helicopter is unable to land, rescue is only possible using the fixed rope.



either on board a scheduled aircraft or by ambulance jet. Rega's three own ambulance jets are equipped as flying intensive-care units and, with their experienced medical teams, are in operation around the clock. This gives patrons the welcome assurance that even in the most remote and isolated corners of the globe, they will not be left to cope on their own.

**For major missions ...**

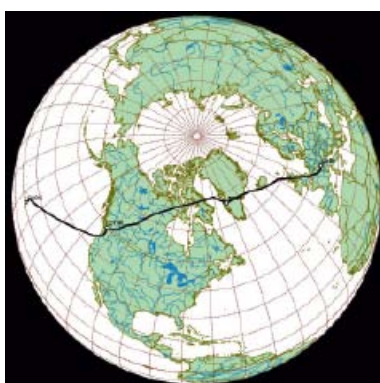
The fleet size, infrastructure and crews are conceived to cope with major incidents and particularly challenging missions. Following the tsunami in Southeast Asia in December 2004, 16 medical teams spent ten days in the affected regions. Within the space of a week, Rega transported a total of 60 casualties back to Switzerland in a variety of ways. With its ambulance jets alone, it flew four times to the disaster area. Crews and material were stretched to the limits. Nevertheless, the system succeeded in passing the "acid test" – a clear indication of the inestimable value of having an independent infrastructure and highly experienced crews.

**... and individual fates**

However, individual fates can also place great demands on Rega. In summer 2011, two patients anxiously awaited the arrival of the Rega air ambulance: a seriously ill woman in Canada and an injured woman in Hawaii.



2004, tsunami in Southeast Asia:  
10 days, 16 Rega crews, 60 patients.



In three stages to Hawaii, via Greenland and Vancouver.

Two patients, long distances, intensive care – Rega's crews and aircraft are equipped to deal with challenges such as these. The "Challenger" ambulance jet has two places for intensive-care patients. The spacious cabin also has rest areas, where the pilots can take it in turns to sleep during long flights.

After making extensive medical clarifications, the HB-JRC took off from Zurich on 27 July 2011. The crew stopped over in Søndrestrømfjord (Greenland) and Vancouver for refuelling. Around 16 hours later, the aircraft landed in Maui, Hawaii. Here, the Rega crew members were finally able to spend the night in a proper bed – until then, they had had to make do with the cramped bunks in the aircraft cabin.

Already the next day, the aircraft took off again with the patient on board. After being joined by the second patient in Vancouver, the journey took them back across the Atlantic via Greenland. On 30 July, the Rega ambulance jet landed in Zurich. A short time later, the two women were placed in the care of hospital staff.

After more than 31 hours in the air, the flight physician, intensive-care flight nurse and four pilots were tired but happy. They had been able to make optimal use of their equipment and skills in the service of their patients – and will continue to do so in future with the same commitment and dedication.

*Walter Stünzi*



The flight physician, intensive-care flight nurse and four pilots wearing the traditional lei garlands welcoming them to Maui (Hawaii).



**1971**

**First direct rescue from the north face of the Eiger**

What until now had been considered impossible, suddenly becomes reality: using a rescue hoist, the crew from the Gsteigwiler base lift two mountain climbers directly off the rock face.



**1971**

**First Alouette III**

The Alouette III SE 316 HB-XDF is Rega's first helicopter to be financed by patrons' contributions. Here it can be seen in operation at the Engadin Ski Marathon in 1972.



It all starts with an alarm call

# From a simple front room to a highly-modern operations centre

**The Operations Centre is Rega's nerve centre – it receives emergency calls around the clock and coordinates all the missions. In Rega's fledging years, work that is now facilitated by state-of-the-art technology was laboriously done by hand.**

An alarm call comes in. At Rega's Operations Centre, a green lamp blinks at each workplace. The flight coordinator responsible puts on his headset and takes the emergency call. Nowadays, at peak times, up to ten flight coordinators and two physicians work side-by-side in an open-plan office. Back in Rega's founding days, however, everything was handled by one person.



In Rega's founding days, Fritz Bühler coordinated the crews from his living room at home.



## Coordinating missions from the dining room table

In 1960, Rega pioneer, Fritz Bühler, was put in charge of coordinating the missions performed by the Swiss Air-Rescue Association (SRFW). He served as the central point of contact for all the operational activities, which he managed from his dining room table. From his front room at home, he organised aircraft and called out crews. When coordinating between the flight physician and the person who had raised the alarm, without further ado, Bühler would place the two telephone receivers together and allow both parties to speak directly to each other.

New Year's Eve 1983: night duty for flight coordinators, Ivo Steinacher (left) and Beat Schwander.

## 1973

### Twin-engine helicopter

The introduction of the Bölkow BO-105C – depicted here on the roof of the University Children's Hospital in Zurich – marks the beginning of the era of twin-engine helicopters at Rega.

## 1973

### Operations abroad with its own aircraft

Rega's Learjet 24D HB-VCY is the first civilian ambulance jet in the world. It is fully equipped with medical apparatus and is on stand-by around the clock.

### Operations Centre in an attic apartment

In summer 1973, the SRFW introduced the emergency number 01/47 47 47, which outside office hours was put through to Zurich's medical call centre. However, the operational activities steadily increased, and soon they could no longer be coordinated on a part-time basis. In 1977, Ivo Steinacher joined Rega as a flight coordinator. "We worked from an attic apartment in Zurich," he recalls. "All the procedures that are now carried out by computer were at most available on paper. We had the most important telephone numbers in our heads, the tariff tables for quotations were written down in books, and in order to pinpoint the location of the casualties, we simply spread the maps out on the floor."

### The complex network starts to be spun

At the same time, Fritz Bühler was busy developing a nationwide radio network. Initially, the radio system served exclusively to allow the flight coordinators and the rescue crews to communicate with each other – which is still its main purpose to this day. However, the modern-day Regacom network, with its separate emergency channel, can also be used by private persons to make emergency calls.

In 1984, Rega moved to Mainaustrasse in Zurich's Seefeld district, where it set up a

professionally equipped and permanently staffed Operations Centre. The workplaces were equipped with telephone, radio, telefax and telex. The emergency number 01/383 11 11 had long since harboured a complex information and alarm system.

Since 1997, Rega's Operations Centre has been housed on the top floor of the Rega Centre at Zurich Airport. On moving to these new premises, Rega introduced the now well-established emergency number 1414. This was followed shortly afterwards by a separate number for alarm calls from abroad: +41 333 333 333. Consequently, the Operations Centre is now divided into two sections, one handling missions in Switzerland and the other missions abroad. Both sections are staffed 24 hours a day, 365 days a year, with teams working in three daily shifts.

### 1414 – swift rescue by helicopter

As soon as a 1414 alarm call is received by the Operations Centre, every minute counts. First of all, the flight coordinator asks the caller for details of his exact location. Before the run-away success of the mobile telephone, the person raising the alarm was often a long distance away from the casualty. These days, however, over 80 percent of Rega's emergency calls are made using mobile phones – a fact that Rega has actively responded to. Its recently launched emergency



## Rega patron since the early days

Ursula A. Baumgarten-Corts has been supporting Rega since the 1960s. "It's fantastic to see what can result from a private initiative," she says. "Apart from that, I find aviation fascinating." These are two reasons why she has been a Rega patron for the last 44 years. Over the decades, she has followed Rega's development: the modernisation of the helicopter fleet, the introduction of the first Learjet 24D ambulance jet in 1973, and the various technical advances. "I am infuriated by the decision by the Supreme Court in November 2011 that Rega should pay VAT on its patronage contributions. I am a patron because I think the idea behind Swiss Air-Rescue is laudable, not because of financial considerations." Ursula A. Baumgarten-Corts enjoys reading the reports about the various rescue missions in the Rega patrons' magazine, 1414, and feels great empathy with the patients. "Even if I have never needed Rega's services myself, it goes without saying that I will remain loyal to Rega as a patron," she explains. "On the occasion of its jubilee, I would like to wish Rega all the best for the future!"

Maria Betschart



Nowadays, the Operations Centre is housed on the top floor of the Rega Centre at Zurich Airport.

## 1975

### Rescue helicopter can land on roads

After extensive negotiations, the Zurich Cantonal Council approves a trial phase for the use of the rescue helicopter to help deal with road accidents.



## 1979

### Rega becomes a non-profit foundation

The Association sets up a Foundation. Fritz Bühler is appointed the first Chairman of the Foundation Board.





app for iPhones and Android smartphones automatically transfers the location coordinates and contact details of the caller direct onto the computer screen at the Operations Centre, thus saving valuable time. After finding out all the necessary information over the telephone, the flight coordinator contacts the appropriate helicopter base, taking into account the circumstances of the mission and the prevailing weather conditions. Over the radio, he continually provides the rescue crew with key data, such as coordinates, radio frequencies and any obstacles en route.

#### **+41 333 333 333 – repatriation on board a Rega aircraft**

The flight coordinators in the “Abroad” section coordinate and organise repatriations of seriously ill and injured persons from other countries back home to Switzerland. The necessary clarifications can often take several days. The flight coordinator is assisted by a medical coordinator, who, together with the foreign hospital, takes the necessary medical measures. He decides when the patient is fit enough to be transported, and whether this should take place in a sitting or lying position on a scheduled aircraft or whether one of Rega’s three ambulance jets needs to be dispatched. If the last of these is the case, the dispatcher – who acts as the link between the flight coordinators and the jet pilots – draws up the optimal flight route, calculates the amount of fuel required and, if necessary, schedules stop-overs for refuelling.

#### **The Operations Centre of the future**

At the end of 2012, Rega will set a new milestone in its history. As part of a major and extremely complex project, it will then commence operations with a brand new, integrated dispatch system. A highly motivated team of flight coordinators and IT specialists are currently developing the system and processing the necessary data, working in an interim operations centre in the basement of the Rega Centre. The new system will allow the alarm procedure to be largely automated. In future, the flight coordinator will see on his four screens not only the various maps and satellite images, but also other useful information, including meteorological and avalanche data or potential obstacles at the accident site. The radio system also forms part of this project; by 2015, Rega plans to have modernised all the over 40 fixed transmitting stations belonging to its country-wide Regacom radio network.

However, even if the Rega Operations Centre has the most modern of technological aids at its disposal, the fates of the people at the other end of the telephone line remain the same. As the former flight coordinator, Ivo Steinacher, says: “Whether then or now, as a flight coordinator, you need to be skilled in dealing with all kinds of emergency situations.”

*Wanda Bühler*

A look into the future: in the temporary operations centre, flight coordinator Bettina Müller is helping to develop Rega’s new dispatch system.



### **1980**

**Fritz Bühler †**

23 August: The great organiser and promoter of air rescue passes away totally unexpectedly at the age of 72 during a business event.



### **1980**

**The “Hitchcock” rescue**

On leaving the aircraft, a parachutist’s canopy becomes entangled in the tail wheel. The helicopter flies above the plane so that the rescuer suspended at the end of a rescue hoist can cut the parachutist free.

**reg**a   
60 years. Thanks to you.



# Year rings relating to



**2002**  
Rega purchases six Eurocopter EC 145 helicopters for use at its lowland bases.



**1971**  
The Alouette III is Rega's first helicopter to be financed by patrons' contributions.



**1957**  
The Association of Swiss Consumers' Cooperative Societies (now Coop) presents Rega with its first own helicopter, a Bell-47 J.

2000

1990

1980

1970

1960



**2009**  
AgustaWestland Da Vinci is the name of Rega's new mountain helicopter.



**1973**  
The Bölkow BO-105C is Rega's first twin-engine helicopter.



**1952**  
The first rescue using a helicopter is carried out in Davos, with a Hiller 360.



**1992**  
The first Agusta A 109 K2 commences operations in Untervaz (Canton Graubünden).



# Rega's aircraft fleet



**1953**  
A parachutist jumps out of the aircraft (a Helio-Courier) carrying an avalanche rescue dog.



**1977**  
From now on, two Learjet 35 aircraft are used to fly Rega patients.



**1987**  
Two new Hawker 800 ambulance jets replace the pair of Learjets.



**1973**  
The Learjet 24D HB-VCY is Rega's first own ambulance jet.



**2002**  
Rega's new fleet comprises three Challenger CL-604 ambulance jets.



**1960**  
The first repatriation from abroad is carried out using a loaned Piaggio P-166.



**1983**  
The Challenger CL-600 is used for long-haul operations.

1950

1970

1980

1990

2000



Rega 1414

Rega

Rega

HB-ZRC

HB-ZRS

HB-ZRC

Swift medical assistance by air – even to the middle of nowhere

# Rega flies direct to the scene of the accident – in almost every weather

**Right from the outset, air rescue had to overcome major difficulties. In the meantime, however, it has firmly established itself as an invaluable form of rescue, transporting emergency medical care to the remotest locations. However, the greatest obstacle of all – bad weather – continues to exist and occasionally makes a rescue mission impossible. This is the greatest operational challenge of the future.**



Nowadays, we are accustomed to the rescue helicopter being able to carry out missions on the highest mountains and, under the most hostile conditions, flying flight physicians to the accident site and evacuating casualties. Yet back in the pioneering days of Swiss Air-Rescue, none of this could be taken for granted.

## 1952: reaching the accident victims by parachute or in a hot-air balloon basket

In those days, all that the air rescuers had at their disposal were small aircraft that could land on glaciers. If landing was impossible, they would fly to the accident site and then parachute down to the casualty. The parachutists carried the most important equipment on their person – and if necessary, even had an avalanche search dog strapped to them.

The first helicopters were not equipped with a rescue hoist as they are today. So for situations where landing was impossible, the pioneers had to look for new solutions. This resulted in all kinds of ingenious inventions: a knotted rope, a contraption resembling a horizontal salmon net, a rope ladder and even a hot-air balloon basket suspended under the helicopter are just some of the aids that were considered, but then rejected before being fully developed.

## Today: round-the-clock medical assistance countrywide

Nowadays, anyone requiring emergency assistance by air can benefit from a dense, high-performance air rescue network. Rega operates around the clock, deploying its helicopters stationed at 13 bases throughout the country.

A parachutist with an avalanche search dog in the Gantrisch region in 1952.

The rescuer in a hot-air balloon, on a rope ladder, and with a dog on the longline.



## 1984

### Long-haul ambulance jet

The Challenger CL-600 HB-VFW is equipped to perform long-haul operations with several patients on board. In Geneva, it is christened "Fritz Bühler".



## 1984

### New Operations Centre

Rega moves into its new head office in Zurich's Seefeld district. The Operations Centre is housed on the top floor of the building.

## 20 Air rescue in Switzerland

In the lowlands:  
the Eurocopter EC 145.

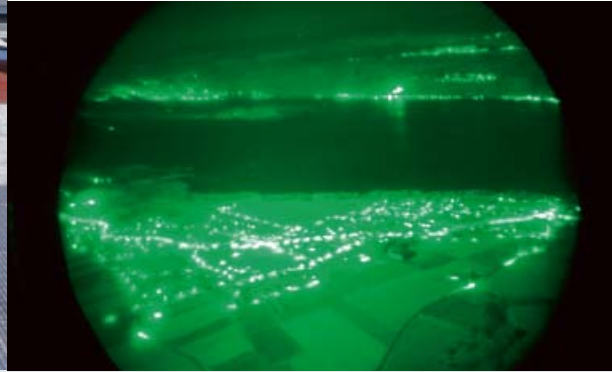


At each base, a three-strong team – comprising a flight physician, paramedic and pilot – is on stand-by, with the objective of reaching the scene of the accident within 15 flight minutes. In all, Rega has 17 rescue helicopters at its disposal – six lowland and 11 mountain helicopters.

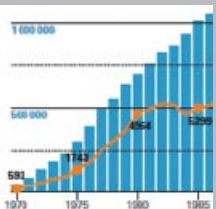
### Defying the darkness of the night – night vision goggles

Help from the air is also required at night. These days, one in five of Rega's helicopter missions are performed after dark. Since 1987,

Better than the naked eye, but worse than daytime visibility: the view through night vision goggles.



In the mountains:  
the AgustaWestland Da Vinci.



### 1985

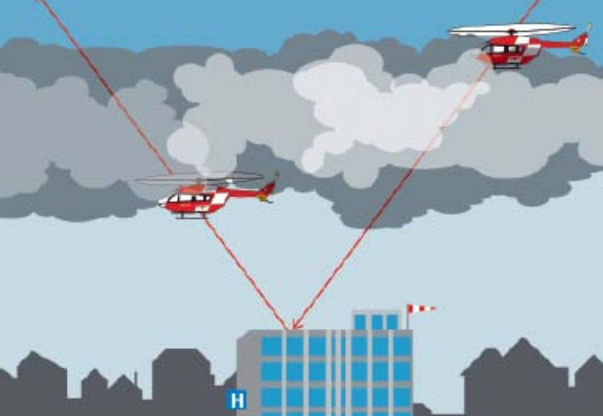
**The magic number of 1,000,000 patrons**  
Rega's patronage system proves to be an on-going success. On 23 August, Rega issues its one millionth patronage card (yellow line: no. of rescue missions).



### 1987

#### Helicopters with night vision goggles

Rega is the first non-military organisation in the world to equip all of its helicopters with night vision goggles, thus increasing the safety of night missions.



Thanks to satellite navigation, through the clouds and safely onto the hospital roof.

pilots flying according to Visual Flight Rules at night have been using so-called night vision goggles. This device, which is mounted on the pilot's helmet, intensifies the existing light and thus enables the pilot to identify obstacles, make out landing sites and circumnavigate clouds. The monochrome green image, with its reduced field of vision, requires a high degree of concentration and discipline on the part of the pilot.

### The challenge of tomorrow – the bad weather

Fog, clouds and snowfall all restrict visibility, pushing the rescue helicopter to its limits. Consequently, even today, people in distress must reckon with the fact that rescue by air is not always possible. It is here that Rega's operational challenge of the future lies.

### Through the clouds onto the hospital roof

Since July 2011, even when poor weather makes visual flying impossible, Rega helicopters with patients on board have been able to land on the helipad on the roof of the Inselspital University Hospital in Berne. This marks a new era in the field of air rescue in Switzerland.

This milestone is the fruit of many years of preparation work. In order to reduce this weather-related shortcoming in the field of air rescue as much as possible, various parties worked towards achieving certification for GPS approach flights. Rega took the initiative and created the technical conditions required on its part. Helicopters needed (and still need) to be modified and crews trained accordingly. Rega developed new approach procedures and training courses in close collaboration with Skyguide and the Federal Office of Civil Aviation (FOCA). The hospital helipads also had to meet stringent new requirements, whereby safety always took top priority.

### Training on the simulator

In order to ensure that flying according to Instrument Rules – or flying “blind” – is performed in a safe manner, the pilots are constantly required to undergo training. In its search for an optimal training infrastructure, Rega discovered that the most efficient solution was a training facility with a simulator. Swiss Aviation Training (SAT) in Kloten was able to provide a suitable room. On the spot where in the days of Swissair a simulator for the MD-80 aircraft once stood, Rega will shortly be installing a simulator for training helicopter pilots. Rega is also able to benefit from SAT's logistics and staff.

Here, Rega pilots – as well as pilots from other companies – will have the opportunity to practise almost all the procedures and emergency situations that they might encounter in real life, without using a single litre of kerosene or disturbing the environment with noise.

The entire facility will cost around CHF 12 million and should be ready to be put into operation in 2013 – thus marking another major step towards further improving safety for crews and patients alike.

*Walter Stünzi*

The room at SAT: the simulator for the Rega crews will look like this. Highly realistic visualisations and movements give the pilots the feeling that they sitting in a real aircraft.



## Rega is part of the family

For the manager of the Cantonal Valuation Office in Locarno, Mirco Pasini, Rega has become part of the family. Thanks to his parents, he has been a Rega patron since his childhood and he intends to continue supporting Rega out of conviction. “I am very moved by the enthusiasm and devotion with which a friend of mine, a paramedic at the Rega base in Ticino, goes to the rescue of people in need,” explains Mirco. He, too, has devoted himself to helping others. For many years, he was an active member of a diving club. As a rescue diver, he assisted the police in searching for missing persons in the water. Subsequently, he joined Locarno's voluntary fire brigade and discovered the element of fire, which he could relate to. In short, he is passionate about the various rescue techniques. However, he would rather leave the element of air to Rega; he prefers to remain with both feet firmly on the ground and let the experts do this work. “Permanently on stand-by and ready for action – I know that Rega can be relied on,” says Mirco Pasini.

Federica Mauri



**1987**

### The Hawker 800 jets commence services

Two new ambulance jets replace the pair of Lear-35 aircraft. The larger cabin and longer range improve the services for patients.



**1992**

### The new fleet is made up of Agustas

On 14 August, the Untervaz base in Canton Graubünden puts the first of the 15 new twin-engine Agusta A 109 K2 helicopters into operation.



# REGA FOR KIDS

## Spot the ten differences

Sebastian Rohner (aged 11) has sent Rega a fantastic drawing for its 60th birthday. However, when our illustrator copied it, he made ten mistakes. Can you find them?



**Solution from issue no. 77:**  
You can find the ten mistakes on our website at [www.1414.rega.ch](http://www.1414.rega.ch)



## Competition

Join the dots and answer the following two questions:

1. Where have you seen this character before?
2. Why is Rega necessary?

Write the answers on a postcard and send it by 19 July 2012 at the very latest to

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

Ten winners drawn from the correct answers will receive a DVD of the new Rega film, "Rega close up".



Good luck!



© Illustration: Fides Friedenberg

**Solution from issue no. 77:** The Rega ambulance jet is drawing the number 60 in the air, which stands for Swiss-Air Rescue's 60<sup>th</sup> birthday. The following have each won a Rega Challenger CL-604 model ambulance jet: Rihana Aeschlimann, Dulliken; Fabio Curti, Origgio; Johann Dommen, Ursy; Sam Francey, Estavayer-le-Lac; Marvin Märkli, Azmoos; Matthieu Meier, Zuckenriet; Livia Probst, Hombrechtikon; Morgane Rochat, Vézenaz; Andrin Steiner, Rehetobel; Aron Zucconi, Robasacco

Congratulations!

From an improvised shelter to a high-tech rescue terminal

# “Under the bridge” – now a thing of the past



Living under a bridge like tramps: the St. Gallen base in December 1982.

**Nowadays, both Rega’s head office and its helicopter bases all over Switzerland have at their disposal state-of-the-art infrastructure and equipment. Everything that is needed to maintain a permanent state of operational readiness and to guarantee flight safety is available. However, this was not always the case – in the past, Rega crews were accommodated in, among other places, an army barracks and a disused caravan.**



A transportable building on the hospital roof – the Zurich base in 1993.

## 1996

### The first round the world flight

In a mission lasting 43 hours, the Challenger CL-600 transports three patients in consecutive legs, a journey that takes it all the way round the world for the first time.

## 1997

### New Rega Centre at Zurich-Kloten

For the first time, Rega’s hangar, Operations Centre, maintenance works, logistics operations, Patronage Centre and Administration Department are all united under one roof.



“In those days, we had to fight for everything, nothing could be taken for granted,” relates Heinz Enz, who as Base Manager set up the Rega base in St. Gallen in the early 1980s. In charge of an Alouette III helicopter and its crew, he was more or less left to his own devices. Initially, the helicopter was stationed day and night at the St. Gallen Children’s Hospital, where it stood outside in the open air. The pilot, paramedic and flight physician waited in the hospital to be called out on missions.

#### Then: living under a bridge like tramps

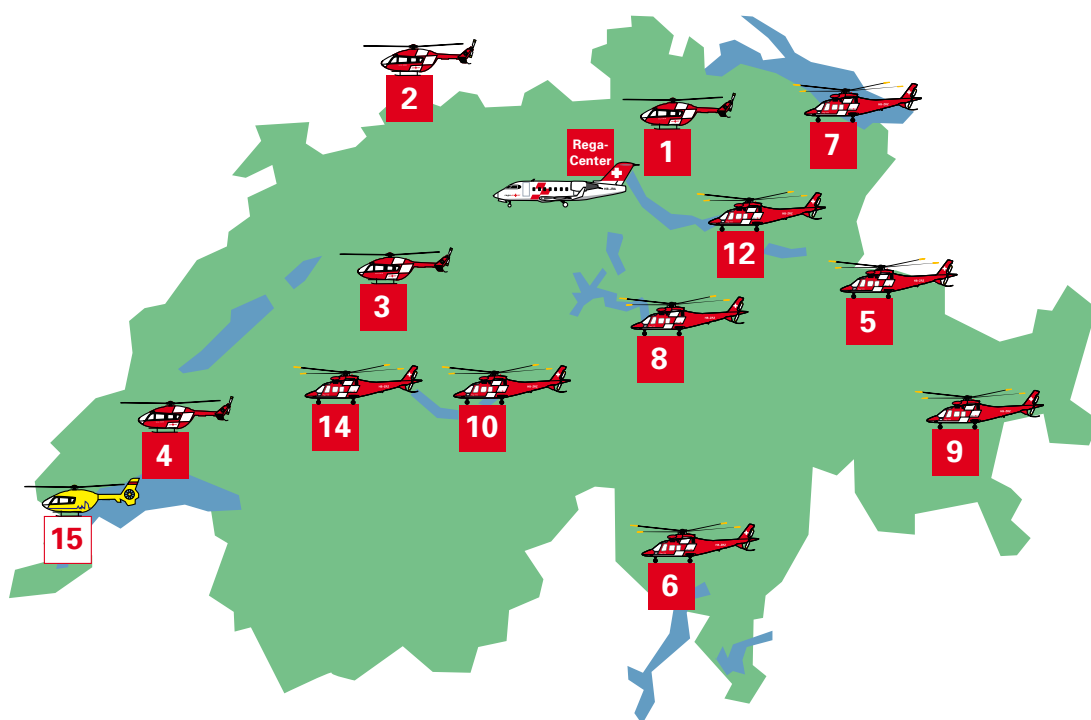
With the winter months approaching, the search for more appropriate “accommodation” for the helicopter began. For neither ice nor snow should compromise the stand-by service or flight safety in any way. When, by late autumn, a home had still not been found, there was nothing left but to park the helicopter under a motorway bridge. At least that way it was sheltered from the hostile weather conditions. The crew – who in winter, too, had to remain close to the helicopter – took up residence in an old, disused caravan under the same bridge.

Rega’s other helicopter bases were no better off. In Interlaken, the Alouette III was housed in an old aircraft shelter owned by the Swiss Air Force and the crew were based in an empty military barracks. In Zurich, the helicopter was stationed outside on the roof of the Children’s Hospital; its crew spent their stand-by duty in an attic apartment in the vicinity. When they were called out on a mission, they had 80 steps to overcome. Moreover, after the mission, they had to haul heavy canisters full of kerosene up these steps again to refuel the helicopter.

#### Now: hangar, offices and living quarters in purpose-built rooms

This era of improvisation is now history. Nowadays, Rega’s helicopter bases are designed to ensure that neither the operational readiness nor flight safety are impacted by outside influences. Moreover, great importance is attached to the health and safety of the crews.

A modern-day hangar comprises a fuel tank system, a separate room to store medical equipment and medicaments, and a small workshop. Bright, modern offices provide ideal workplaces



#### Standing by around the clock

The crews at the four lowland bases in Dübendorf **1**, Basel **2**, Berne **3** and Lausanne **4** operate a Eurocopter EC 145. The eight mountain bases in Untervaz **5**, Locarno **6**, St. Gallen **7**, Erstfeld **8**, Samedan **9**, Wilderswil **10**, Mollis **12** and Zweisimmen **14** carry out missions using an AgustaWestland Da Vinci helicopter. In Geneva **15**, patients are transported by Rega’s partner base.

## A donor introduces herself



Elsy Koller has been a Rega patron since 1973. A few years ago, she happened to read in Rega’s Annual Report that it was possible to make donations to Rega or leave a bequest to Rega in a will. That gave her the idea of donating a sum over and above the minimum annual patronage contribution for the first time. She is convinced that Rega is a worthy cause. She particularly appreciates the kindness and commitment of the operational crews – for her, reason enough to provide Swiss Air-Rescue with additional financial support.

Elsy Koller has always been a very active person. She was the second woman in Switzerland to work in foreign exchange trading, a male-dominated area of business. Even today, she is very enterprising and has many interests. She actively supports the Association for the Blind in Zurich and Höngg local museum, reads books and attends seminars on human psychology. Mrs. Koller congratulates Rega on its jubilee and thanks its staff for all their untiring work.

In turn, we would like to thank Mrs. Koller and all our donors for their invaluable support.

Antonella Stefanelli



### 1997

#### The new emergency number “1414”

The four-digit emergency number, 1414, is adopted for calling out the air-rescue services in Switzerland.



### 2002

#### Three new Challenger CL-604 jets

Three identical aircraft from the Canadian manufacturer, Bombardier, replace the 15-year-old air ambulance fleet.



Everything under one roof: the new Rega base in Lausanne was inaugurated in 2010.

for preparing flights and attending to administrative matters. The crews have at their disposal a living room and a kitchen. Thanks to sufficient bedrooms, each with an en-suite bathroom, the three-strong team can spend several 24-hour shifts at the base.

A few of the helicopter bases are still not completely equipped to the high standard that Rega has set itself. However, with building projects such as those in the Bernese Oberland (Zweisimmen) or in Ticino (Locarno Airport), Rega is continually modernising its infrastructure. The cost of this is enormous; depending on the necessary constructional measures – for example, for water pollution control – a modern Rega helicopter base costs over CHF 6 million. This sum is well worth it considering it is being invested in the safety of the crew and the helicopter, the latter of which costs around CHF 10 million.

Since 1997, Rega's head office has been located at Zurich Airport. Ambulance jet hangar, maintenance works, Operations Centre, Patronage Centre, Administration Department – everything is united under one roof.



**Based at lofty heights in future?**

As a result of the increasingly stringent regulations and safety requirements, Rega keeps the locations of its helicopter bases under close scrutiny. The aforementioned St. Gallen base was originally located on the periphery of the agricultural zone; today, this site is in the middle of an industrial area. As a result, it is becoming increasingly difficult to comply with the necessary obstacle clearance during take-off and landing.

It is quite conceivable that in future the helicopter bases will be built at loftier heights. A Rega base on the roof of the Prime Tower in Zurich, perhaps? That is highly unlikely. In the early 1990s, there were plans to build a Rega base on the roof of the Cantonal Hospital in Basel, but they were rejected for various reasons. Nevertheless, it is possible that similar projects will be considered again in the future.

**Central location at Zurich Airport**

Initially, Rega was mainly based at what was then the relatively tranquil Zurich Airport in Kloten. Training, development and administration took place in a military barracks. Later, the Operations Centre and Administration Department moved to premises in the picturesque Seefeld quarter in Zurich.

It was not until 1997 that the ambulance jet operations, jet maintenance works, Operations Centre and Administration Department were all united under one roof at the brand new Rega Centre at Zurich-Kloten Airport. Thus Rega now has the best possible conditions to keep the channels within the organisation as short as possible.

*Sascha Hardegger*



**2002**  
**Five Eurocopter EC 145 helicopters**  
 Rega purchases from the helicopter manufacturer, Eurocopter, five of a total of six spacious rescue helicopters for use at its lowland bases.



**2004**  
**Tsunami in Southeast Asia**  
 Rega is pushed to the limit. Over a period of ten days, 16 medical teams are in operation. Within the space of a week, more than 60 casualties are repatriated to Switzerland.



Emergency assistance by air – Rega is also in operation when out-of-the-ordinary incidents occur

# Coach accident in Algeria and flooding in Berne



The Balair aircraft was transformed into a makeshift hospital ward for 21 patients.

**Throughout its 60 years of existence, Rega has also been frequently called on to assist with out-of-the-ordinary incidents. For example, in 1979, when a large-scale repatriation operation needed to be carried out from Algeria. Or in 2005, when Rega evacuated numerous people from the flooded Matte quarter in Berne. Major disasters can occur at any time, both at home and abroad. Swiss Air-Rescue is ready to respond to emergencies of all kinds – 24 hours a day, 365 days a year.**

Earthquake in Iran, tsunami in Southeast Asia, avalanche in the mountains, coach accident in Algeria, flooding in Berne: the disasters are so plentiful they would fill a book. Unfortunately, this list also contains a number of tragic occurrences that Rega has suffered itself. Since 1968, all accidents involving Rega's aircraft and staff are systematically recorded. To date, 20 persons have died as a result of accidents, including one pilot, two paramedics and three flight physicians. In addition, three patients, two passengers and nine other rescuers have lost their lives. A total of 15 persons have been injured, including six Rega crew members. Fifteen aircraft have been completely wrecked. Page 31 of this magazine is dedicated to all those who lost their lives on these black days in Rega's history.

## 1979 – 21 injured and 5 dead in Medea, Algeria

In the early years, assistance by air in disaster areas abroad was still in its infancy. But then came an emergency call from Algeria – and Rega organised its first major repatriation. The Easter trip by a group from French-speaking Switzerland had come to an abrupt end. Their coach had crashed into a lorry and rolled over twice. The passengers were trapped inside the vehicle or had been flung out of the windows. Five had been killed, others were seriously injured. Those with minor injuries tried to help wherever they could. Gradually, information trickled in to Rega via the Swiss Embassy. The news was not good. A team of doctors, nurses and flight coordinators, led by Prof. Georg Hossli, flew with

There was room for everyone in the Russian transport helicopter.



## 2006

**2,000,000 patrons**

The Van der Bent family from Veyrier, Canton Geneva, register as the two-millionth patron. They are invited to spend a day at the Rega Centre.



## 2009

**AW Da Vinci, the new mountain helicopter**

Rega purchases from the helicopter manufacturer, AgustaWestland, 11 rescue helicopters for use at its mountain bases.

## Cristina Monticelli retires after 22 years in the service of her patients



For almost 60 years, Rega has been looking after patients after the mission is over through its Care Service. This personal contact with people it has rescued makes many things easier. Together with patients, relatives, nursing staff and pastoral workers, the Rega care staff find solutions for the concerns and problems that arise after the mission – such as in the case of one patient, finding someone to look after her four children. Cristina Monticelli and her team visit around 1,400 patients each year. With over 14,000 Rega missions per annum, it goes without saying that generally only patients in larger hospitals can be helped in this way.

Cristina Monticelli started her life-long job at Rega 22 years ago. Throughout the years, countless patients and affected persons have been on the receiving end of her friendly manner. Cristina Monticelli is delighted at her competent successor. This makes it a little easier for her to bid farewell to Rega and to start her new life in retirement. Filled with profound gratitude, she extends her very best wishes to all those whom she has had the opportunity to accompany and care for over the years.

Ariane Güngerich



The Nydegg bridge served as a heliport.

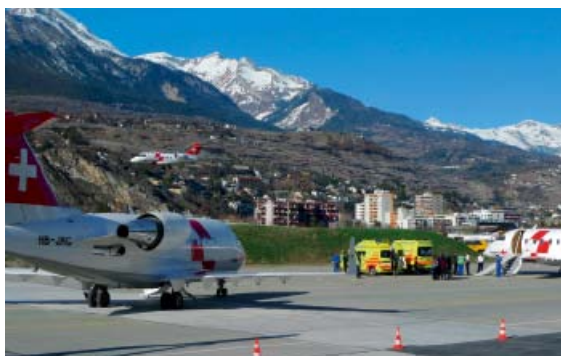
helicopter's rescue hoist. After the Bernese government ordered the mandatory evacuation of the Matte quarter on 24 August, Rega even had to deploy a second helicopter. For the rescue crews, these operations required absolute precision. They had to operate at a high altitude to prevent the rotor blades from damaging the roofs of the nearby houses. The Rega crews were assisted by helicopter rescue specialists from the Berne Fire Brigade and the Swiss Alpine Club. In all, some 340 persons were evacuated from the flooded district by land, water or air. On 26 August, the situation had eased to such an extent that some of the inhabitants were allowed to return to their homes.

### 2012 – coach crash involving Belgian children

The most recent major incident with which Rega was confronted occurred in March 2012. After a tragic coach crash in Canton Valais, on 16 March Rega deployed its entire fleet of ambulance jets to repatriate a total of 14 patients and their relatives from Sierre to Brussels in the course of six separate flights. This was the first time in Rega's history that all its ambulance jets were involved in the same mission. A day later, as well as in the week that followed, it also flew the last four seriously injured children back home to Belgium. Swiss Air-Rescue is permanently in a state of operational readiness to deal with complex missions of this kind.

*Wanda Bühler and Ariane Güngerich*

Sierre: all three Rega jets were in operation at the same time.



the Rega ambulance jet to Algeria. In the meantime, the 21 casualties had been admitted to a provincial hospital in Medea, approximately 80 kilometres south of Algiers. The Swiss relief team prepared the injured persons for transportation. First they had to be flown from Medea to Algiers. As there was room for all the patients and the medical staff in a Russian transport helicopter, the first logistical problem resolved itself. In order to fly the patients back home, Rega had organised a DC-9 operated by the Swiss airline, Balair. With this commercial aircraft, which had been converted into a makeshift hospital ward, the Rega medical team accompanied the casualties back to Switzerland. Just two days after the accident, the Swiss travellers' ill-fated trip and Rega's very first repatriation operation had come to an end. What still remains is the memory of this unforgettable mission.

### 2005 – Berne's Matte quarter under water

In August 2005, heavy thunderstorms swept over Switzerland, leaving large areas of the country under water. Gentle streams swelled to become fast-running rivers, and these in turn transformed themselves into raging torrents. The canton of Berne was particularly affected by



Evacuation from the danger zone on the end of a rescue hoist.

severe flooding. On 22 August, the level of the River Aare rose rapidly, and in Berne's Matte quarter, the situation became increasingly worse. The masses of water uncontrollably forced their way between the rows of houses, flooding the narrow winding streets of the Old Town up to a level of almost two metres. Buildings threatened to collapse, and the first residents were evacuated. On 23 August, the fire brigade asked Rega for assistance. Evacuation by air had become necessary, as the strong currents prevented the rescue services on the ground from reaching the houses overland or by boat. The crew from Rega's Berne base airlifted one resident after another out of the danger zone, suspended at the end of the

### 2009

#### Mobile heart-lung machine on board

For the first time, critically-ill patients can be hooked up to a heart-lung machine in the Rega helicopter.



### 2010

#### 300,000th mission

Newborn twins are flown by Rega helicopter from the Children's Hospital in Lucerne back to their home in Canton Vaud.



# Black days

Sadly, in its 60-year history, Rega has not been spared tragic incidents, during which rescuers, patients or other persons have lost their lives. The following chronology is dedicated to their memory.

## 10 February 1957

The Fairchild 24 rescue aircraft crashes in Birrfeld (Canton Aargau), killing the pilot.

## 13 October 1957

During a mission, the Pilatus P4 aircraft crashes on the Stein Glacier (Canton Berne). A parachute instructor on board loses his life.

## 6 August 1968

While carrying out an exercise in the Urbach Valley (Canton Berne), a rescuer falls off the seat of the helicopter's longline and dies.

## 15 June 1975

During a search flight, a Lama helicopter crashes in the Susten region (Canton Uri). The Heliswiss pilot and two rescuers on board lose their lives.

## 27 May 1978

Bümpliz (Canton Berne): while practising an evacuation from a high-rise building, the securing ropes of the vertical net break. Two passengers and one Rega rescuer fall to their death.

## 29 June 1985

During an exercise, an Alouette III crashes on the Glärnischfirn glacier (Canton Glarus). The pilot from the helicopter firm, Heli-Linth, is killed.

## 13 March 1991

The downwash from the rotor blades of the Rega helicopter inflates the canopy of an injured paraglider, causing him to fall to his death.

## 16 February 1993

During a technical flyover manoeuvre, for unknown reasons a new Agusta A 109 K2 helicopter plunges into Lake Zug, killing the technical pilot on board.

## 19 December 1995

During a night mission near Schmerikon (Canton St. Gallen), an AS 355 Ecureuil helicopter collides with a power line shortly after taking off from the accident site and crashes into the ground. Two Heli-Linth crew members and the patient on board suffer fatal injuries.

## 5 September 1996

On the flight to recover an animal in the Sägis Valley (Canton Berne), an AS 355 Ecureuil helicopter crashes into the ground. The BOHAG pilot and two Rega crew members die.

## 31 July 1997

In Leysin (Canton Vaud), the cable of the rescue hoist of an A 109 K2 breaks shortly before landing. Both the Rega physician and the patient suspended at the end of the cable do not survive the fall.

## 15 July 1998

An Agusta A 109 K2 collides with a transport cable during a rescue mission near Lodrino (Canton Ticino). The pilot is killed.

## 3 January 2010

During an avalanche mission in the Diemtig Valley (Canton Berne), the Rega physician is buried under a secondary avalanche and dies. Six other people are also killed in this avalanche disaster.



## 2011

### Flying "blind" to the Inselspital

27 July: Thanks to satellite navigation, Rega can now also fly direct to the Inselspital University Hospital in Berne when visibility is poor.



## 2012

### 60 years. Thanks to you.

Rega celebrates its 60th anniversary and thanks its loyal patrons by organising various events.

## Jubilee

### New Rega film – everyday life on a rescue mission

Rega's new film, "Rega close up", shows things as they are, at close quarters. It features scenes from a day in the life at Swiss Air-Rescue: life at the helicopter base, the time spent waiting, an abrupt change in tempo from zero to hundred, day and night, and real missions by the rescue helicopter and ambulance jet crews. Both rescuers and the people they help talk about their personal experiences, and relate how they cope with extreme situations and matters of life and death. Never before has it been possible to view Rega's rescuers so close up as in this exciting film.

During the course of a year, a film team accompanied various Rega crews on missions with the helicopters and ambulance jets. The result is a realistic, 68-minute documentary film giving a true picture of everyday life at Rega.

Immerse yourself in the world of the Swiss air rescuers – and experience Rega close up!

*Christian Trottmann*

The film can be purchased online: Rega Shop, [www.shop.rega.ch](http://www.shop.rega.ch)



Rega on the Big Screen – win a trip to the cinema!

This year, Rega celebrates its 60th anniversary. As a token of thanks for your support, we invite you and a companion to experience the everyday life of a Rega rescuer close up, in our exciting new Rega film. Take part in our competition and with a little luck you can win two tickets for our exclusive film matinée!

### Competition: Film matinée

Select the desired viewing day in your region and complete the entry form. [www.competition.rega.ch](http://www.competition.rega.ch)

The closing date for entries is 19 July 2012.



## Jubilee activities

### Open Days

Rega base, Lausanne	9 June 2012
Rega base, Berne	23 June 2012
Rega base, Zurich-Dübendorf	7 July 2012

### Special event

Rega base, Basel, Barfusserplatz	18 August 2012
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Further information can be found at [www.60years.rega.ch](http://www.60years.rega.ch)

## How to contact Rega

**Emergency number in Switzerland**  
1414

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