

## 1000th R44 Helicopter Delivered

Another milestone has been achieved with delivery of the 1000th R44 helicopter this month. Robinson began development of the four-seat R44 in 1985. The first flight

has gained widespread popularity in the United States and abroad and has been the world's top-selling helicopter for the past three years. Several utility versions of the

R44 are available, including the R44 Clipper with fixed or pop-out floats, the R44 Police Helicopter fully-equipped for law enforcement, and the R44 Newscopter, the first aerial platform designed specifically for high-quality live television broadcasting. Hydraulic power controls for the R44 were introduced in August 1999, and became standard equipment with the Raven model in early 2000.

The 1000th R44 Raven was purchased by Pierre Simard of Quebec, Canada. It has a custom green and gold metallic paint scheme with color-coordinated leather seating, and is equipped with a Garmin GTX 327 transponder, GNS 430 GPS/NAV/COMM-1, and GNC 420 COMM-2. Mr. Simard is a private pilot with 650 hours logged, mainly in his previous two-seat R22 helicopter that he

used for surveying his wilderness resort property where guests hunt and test their skills in fifteen lakes stocked for trout fishing. Simard is the owner of a new 5-star



luxury hotel in Northern Quebec and will use his new R44 for business and pleasure.

Mr. Simard made the purchase through Helicopters Gilles Leger, a factory-authorized dealer and service center based in Lachute, Quebec in the lower Laurentians, north of Montreal.

Dealership owner, Gilles Leger, says, "We run an efficient business and place great emphasis on providing exceptional customer service." Mr. Leger has been an R22 dealer since 1991 and an R44 dealer since 1999.

During the past 15 months, the dealership has taken delivery of eight new R44s and three new R22s.



Delivery of R44 Serial Number 1000 at the Robinson factory; from left to right, Sales Manager Milly Donahue with Gilles Leger, Pierre Simard, and Frank Robinson.

was made in March 1991, FAA certification was received in December 1992, and the first production R44 was delivered in February 1993. Since that time, the R44

## AIA Stats: Pistons Keep Outselling Turbines

The demand for R22 and R44 helicopters is creating a trend that has industry experts stumped. Helicopter industry forecasters had predicted an increase in turbine market share and a decrease for piston manufacturers.

However, based on figures just released

by the Aerospace Industries Association for civil helicopter production in 2000, piston helicopters continue to dominate North American deliveries. Of the 636 new civil helicopters built in the United States and Canada last year, more than two-thirds were powered by reciprocating

engines, an impressive two-to-one edge over more expensive turbine-powered helicopters.

Robinson delivered 126 two-seat R22s and 264 four-seat R44s during the period, representing over sixty-one percent of all new helicopters produced.

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# Robinson's Tim Tucker Wins "Outstanding CFI" Award

Timothy Tucker, chief flight instructor for the Robinson pilot safety course, has been named Outstanding Certified Flight Instructor by the Helicopter Association International (HAI) as part of its 2001 Salute to Excellence Awards program. Tucker has been a helicopter CFI since 1973 and has conducted more than 7,000 hours of dual instruction in ten countries.

Tucker wrote the training syllabus for Robinson's R22/R44 pilot safety course and has been the chief instructor for that program since its inception in 1982. More than 6,500 pilots and flight instructors have attended the course worldwide.

Tucker also wrote the Robinson R22 flight training guide, which includes a flight and ground-training syllabus, a maneuvers guide, and a section on instructor safety procedures. The training guide has been distributed by the Robinson factory since the mid-1980s and has become the foundation for all R22 helicopter training throughout the world.

Tucker frequently conducts free instructional seminars for pilot organizations, flight instructor meetings, and the Federal Aviation Administration's "Wings" program. This year, he joined the instructor staff for HAI's 2001 CFI refresher clinic

and taught helicopter aerodynamics.

Since 1984, Tucker has been one of the country's most active FAA designated helicopter pilot examiners. He is one of an elite handful of examiners authorized to conduct tests in ten different



*Left, Tucker displays "Salute to Excellence" award plaque received at Heli-Expo 2001; and above, in R44 helicopter at Robinson factory.*

makes and models of helicopters. HAI's Outstanding Certified Flight Instructor Award was established in 1985 to recog-

nize superlative contributions by a helicopter flight instructor in upholding high standards of excellence.

## Argentine Army's Border Patrol Orders Three R44 Helicopters for Drug Intervention Mission

Argentina's Border Patrol, the "Gendarmeria Nacional" (GNA), has ordered three four-seat R44 helicopters for delivery in May 2001. The Border Patrol is part of the country's army, and the order

includes one R44 Police Helicopter and two R44 Ravens. All three aircraft will be operated primarily for drug enforcement and intervention along Argentina's northern border with Paraguay, Brazil, and Bolivia. Most missions will be flown with one pilot and one observer onboard.

All three aircraft will be painted in the official colors of the GNA - green with red trim, and will be equipped with an artificial horizon, DG, observation doors, transponder, GPS, Nav/Comm, ADF, ELT, and slip/skid indicator. The Police Helicopter will also include a PA/Siren, searchlight

and FM radio for air-to-ground communications.

Robinson's Argentine dealer, Hangar Uno, made the sale. Willie Tufro, owner and president of Hangar Uno, reports, "I think this sale of three aircraft to the armed forces is only the tip of the iceberg. The military is beginning to understand the tremendous benefits of operating cost-effective helicopters that can do ninety percent of the missions that larger, much more expensive, helicopters perform. The R44 does this job at a much lower cost."

Hangar Uno has been a Robinson dealer for sixteen years and has sold 135 two-seat R22s and 30 four-seat R44s in Argentina.



## Robinson Owner Profile

## Richard Ordowich: Wall Street Commuter

When management consultant Richard Ordowich leaves his office at STS Associates in Princeton, New Jersey, to meet a client in lower Manhattan, he drives seven minutes to Trenton Mercer Airport, climbs into his R44, and flies it to the Wall Street Heliport. Instead of a grueling two-hour drive in stop-and-go traffic on the New Jersey Turnpike, Ordowich's R44 cuts the trip to just twenty minutes.

Ordowich is a senior partner with STS Associates where he specializes in helping firms improve their information technology performance. He was considering the purchase of a helicopter when John Nevers of Nassau Helicopters based at Princeton Airport introduced him to the R22. "Nevers praised the R22's quality and cost-effectiveness," reports Ordowich, and apparently he was sold. He began flying, obtained his private rotorcraft rating, and purchased a new R22 through Joe Landers of All Star Helicopters in 1998. Ordowich had never purchased a helicopter before and says, "All Star was great to deal with. Weekly chats on the phone became the norm, and Joe was always willing to spend the time to guide me through the process." Ordowich obtained his private rotorcraft rating just in time to take delivery of his R22 helicopter with Nassau Helicopters pilot, John Druckenmiller. "Flying cross

country was one of the greatest learning experiences," states Ordowich. Back on the east coast, he used his R22 to cut the commute from his home in Princeton, New Jersey to his office in New York City. When his customers realized he not only flew, but owned his own helicopter, they were intrigued. "I took my customers for sightseeing trips around New York

which gave me an opportunity to build stronger relationships with them."

Ordowich logged more than 400 hours on his R22 during the first year, and soon began considering the purchase of a larger R44. On a trip to California, Joe Landers arranged a test flight with a Robinson test pilot.

"The day I showed up, the winds were gusting at 35 knots. The pilot asked me if I really wanted to try in those conditions, and I replied that it would be a real test of the R44. The flight was great. The R44 handled the conditions with room to spare. When Robinson announced the hydraulic controls, I placed my order with All Star Helicopters," the company that sold Ordowich his R22 back in 1998.

"With the R44, I can reach customers in locations that would require a two-hour commute by automobile. I can be in New York on Monday, Lancaster, Pennsylvania on Tuesday, and Northern New Jersey on Wednesday, and still not feel like I'm a long-haul truck driver. The time saved commuting allows me to increase the number of customers I can service," he says. Ordowich flies clients from the Wall Street Heliport to Philadelphia for lunch; or from the 30th Street Heliport in New York to Atlantic City for a day of gam-



*Management consultant Richard Ordowich and his R44 helicopter have become well known fixtures at New York City's Wall Street Heliport.*

bling. "Everyone around the New York area knows my R44."

Ordowich also uses his R44 for recreation and weekend trips with his wife and son. "This summer we traveled to Montreal for a family barbecue. The drive would have been almost eight hours each way, but in the R44 it was only three hours. We would have missed the gathering if it wasn't for the R44." Weekends often find Ordowich taking friends for sightseeing trips or flying his wife to Philadelphia for lunch. "We land at the heliport and walk up the street to some great restaurants. Round trip is just twenty minutes. By car it would take on average three hours with traffic!"

"I purchased the R22 and the R44 primarily for fun, but now owning a helicopter has become a valuable business tool. I can expand my business without worrying about the long commute. And the helicopter has given me a marketing advantage. Few consultants I meet own and fly their own helicopter. It's become a factor that differentiates me in the marketplace," states Ordowich. "I can't imagine a better way to enjoy my hobby of flying while I work. The R44 has become a part of my business that I never planned on and a tremendous source of fun!"

### **R44 Maintenance Manual in Spanish**

A new Spanish language version of the R44 Maintenance Manual will soon be available. The translation was a year-long project for Robinson employees.

"We have a lot of R44s in Spanish-speaking countries now," says Frank Robinson, "so this translation was long overdue. We also intend to offer a Spanish version of the R22 Maintenance Manual in the future."

The Spanish language R44 Maintenance Manual will be available for shipment in April 2001 and may be ordered from Robinson Customer Service.

# Los Angeles International Heliport Saved

Los Angeles World Airport (LAWA) has scrapped its plan to close the LAX Heliport ("West Pad"), concluding that the need for additional parking spaces was not great enough to justify its closure. Last October, airport directors budgeted \$1.3 million to turn the heliport into additional automobile parking to ease traffic congestion. Airport Spokesman, Tom Winfrey, reported, "The heliport will be decommissioned. Management has already made the decision."

Bravo Aviation President Robert Butler, whose business is based at the heliport, contacted Frank Robinson and board members of the Professional Helicopter Pilots Association (PHPA) for support. Robinson Helicopter uses the heliport regularly, and decided to do "whatever was necessary to save the heliport," hiring Jen McSkimming, a helicopter pilot and journalist to work full-time on the project.

McSkimming launched a formidable campaign in late November, first raising awareness of the issue within the industry, and coordinating the efforts of local helicopter operators, enthusiasts, and public agencies to oppose LAWA's plans to close the facility. Efforts included a "Save the LAX Heliport" educational pamphlet outlining the threat to the heliport, incorporating addressed, stamped response cards to Los Angeles Mayor Richard Riordan and LAWA Executive Director Lydia Kennard.

In addition, support was gained from public safety agencies including the Los

Angeles Police and Fire Departments, the Los Angeles County Sheriff, the Los Angeles County Fire Department, and the FBI, all of whom wrote and made telephone calls protesting the closure of the heliport, which the agencies view as an essential element for disaster and/or emergency response.

The Los Angeles Fire Department called the heliport "a vital asset ... today and for the future," and Police Chief Bernard Parks' office cited the heliport's "paramount importance should we need to transport our Special Weapons and Tactics (SWAT) team, or the Bomb Squad to a passenger terminal."

Less than two months after the campaign to save the heliport began, LAWA directors voted to abandon plans to close it, citing increased usage and public agency concerns as major factors in their decision.



"We couldn't be more pleased," states Robinson. "LAWA is to be commended for acting so quickly and fairly."

## State of Alaska Orders Two More R44s

Alaska's Department of Public Safety has ordered two more R44 helicopters. According to Department of Public Safety Aircraft Supervisor, Steve Elwell, the agency is currently on track to secure financing for the purchase of a fourth R44 by the third quarter of 2001. "Frankly," reports Elwell, "they are the best platform we have found for our Search and Rescue and Enforcement missions in Alaska." One of the R44s is a Raven model, which will be based in Fairbanks with the Division of Alaska State Troopers. Its primary mission will be Search and Rescue; a secondary role of investigation and emergency response is also anticipated. The second helicopter is an R44 Clipper with fixed utility floats to be posted in King Salmon to the Division of Fish and Wildlife Protection. Its primary role will be Search and Rescue, as well, with a secondary role of Fish and Wildlife enforcement and emergency response. The aircraft were sold by Quicksilver Air based in Fairbanks, a dealer and service center for Robinson R22 and R44 helicopters.

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