

**Encounters Stuck in the rock face** Absolute precision and good teamwork are called for during this night mission by the Berne crew to rescue five mountain climbers. **8**

**Horizons To the other end of the world** After a serious accident on a pedestrian crossing, Rega flies Aaron Marty in the ambulance jet back home from Hawaii. **24**

## Seeing in the dark

For over 30 years, Rega pilots have been flying in the dark using night vision goggles. Find out how this latest piece of equipment was specially developed for Rega and how it helps the helicopter crews. **16**







**In operation around the clock:** serious illnesses are the most common reason for helicopter missions at night.

# “Emergencies pay no heed to the time of day”



Karin Hörhager  
Editor-in-Chief

## Dear Reader

Engine noise, red and green lights flashing in the darkness: fascinated, my family follow the Rega helicopter as it flies over our heads until the lights and the hum of the engines disappear into the blackness of the night. I spend the rest of the evening answering questions: How often are the Rega heli-

copters in operation at night? How do the pilots get their bearings in the dark? Can the rescue hoist also be used at night, and how do the crews prepare for these missions? Our evening walk takes rather longer than planned – but by the end everyone’s questions have been answered.

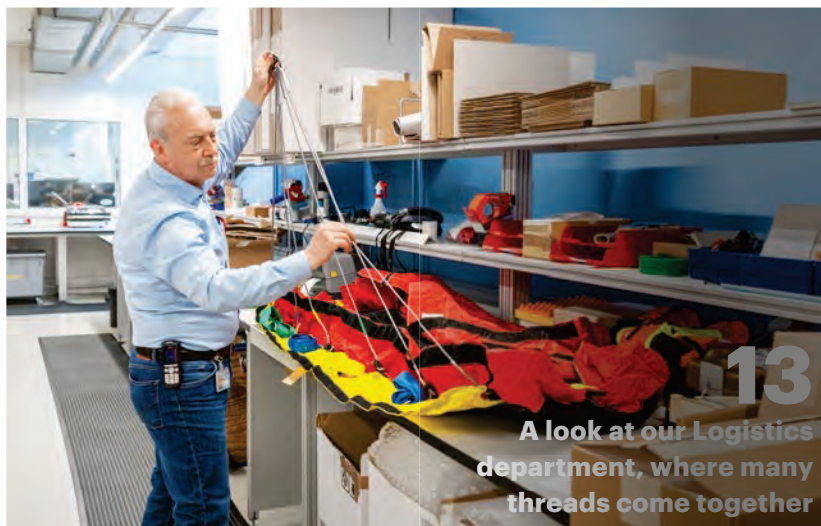
Emergencies pay no heed to the time of day – accordingly, our helicopter crews often carry out missions at night. Last year, they were called out approximately 2,500 times after darkness had fallen, which corresponds to every fourth mission performed by a Rega helicopter. In this issue, we tell you how the new night vision goggles and other technical aids help our crews when they are out on a mission. In our feature story, you can read how the crew from our Berne base freed five mountain climbers from a precarious situation in total darkness using the rescue hoist.

You can also find out how to plan your hike prudently so that you arrive safely at your destination before nightfall in our “Knowledge” section on page 30.

I wish you an entertaining and fascinating read, and an accident-free summer with an abundance of sunshine.

A handwritten signature in black ink, appearing to be 'KH', written in a cursive style.





**13**  
A look at our Logistics department, where many threads come together



**24**  
Stopover on Labrador on the way to Hawaii



**22**  
Medical consultant Barbara Hediger on her work

Rega Magazine 1414 | Issue 96,  
May 2021 | Published twice a year |  
Total circulation 1.9 million

**Publisher**

Swiss Air-Rescue Rega  
PO Box 1414  
CH-8058 Zurich Airport  
www.rega.ch  
Postal account 80-637-5

**Foundation Board**

Michael Hobmeier\*, Chairman, Bäch |  
Christian Kern\*, Prof. Dr. med., Vice-  
Chairman, Geneva | Patrizia Pesenti\*,  
Zollikon | Gabi Huber\*, Dr. iur.,  
Aldorf | Josef Meier\*, Wettingen |  
Heidi Hanselmann, Walenstadt |

Thomas P. Emmerich, Riehen |  
Marco Maggiorini, Prof. Dr. med.,  
Schindellegi | Adrian Amstutz,  
Schwanden (BE) | Franz Stämpfli,  
Innertkirchen | Gerold Biner,  
Zermatt | Thomas Holderegger,  
Waldstatt | Markus Furrer, Prof.  
Dr. med., Felsberg | Paul Hälgi, Dr.  
sc. techn., Wollerau | Thomas von  
Wyl, Dr. med., Unterseen  
(\* = Member of the Executive  
Committee)

**Management Board**

Ernst Kohler, CEO / Chairman |  
Roland Albrecht, PD Dr. med.,  
Medical Director | Andreas Lüthi,  
Chief Financial Officer |

Karin Hörhager, Communication  
and Patronage | Heinz Leibundgut,  
Helicopter Procedures and Training |  
Urs Nagel, Jet Operations | Philipp  
Simmen, Helicopter Operations

**Editorial team**

Karin Hörhager, Editor-in-Chief |  
Karin Zahner, Managing Editor |  
Maria Betschart | Mathias  
Gehrig, Picture Editor | Federica  
Mauri | Wanda Pfeifer | Adrian  
Schindler | Jérôme Zaugg | Corina  
Zellweger

**Photos**

Thomas Lüthi (pp. 1, 2, 4, 6–7, 13–16,  
21–22) | Karin Hörhager (pp. 5, 8–12) |

Thomas Burren (p. 4) | David Schenk  
(p. 24) | Yvonne Marty (p. 27) |  
Adrian Schindler (p. 6) | Lukas Frick  
(p. 28)

**Concept / Design / Prepress**  
Source Associates AG, Zurich

**Production**  
tutto fatto, Zurich

**Print**  
Swissprinters, Zofingen

Reprints permitted with sources  
indicated.

# 8

## Night mission for five mountain climbers



K

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

1414

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

\*

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

- ▶ Visit us online:  
[www.rega.ch](http://www.rega.ch)  
[www.facebook.com/regal414](https://www.facebook.com/regal414)  
[www.instagram.com/regal\\_offiziell](https://www.instagram.com/regal_offiziell)

**6 Take off** into the world of Rega.

## Encounters

- 8 Help in the night:** five mountain climbers are rescued using the rescue hoist.
- 13 24 h Rega with Alfons Schifferle,** who with his Logistics team ensures that the right material is always in the right place.
- 16 Seeing in the dark** thanks to the new night vision goggles, which are carried on board all of Rega's rescue helicopters.
- 18 In focus:** the technical aids that support the helicopter crews at night.
- 21 Opinion** on what has been the driving force behind Rega for the last 70 years.

5

## Horizons

- 22 In dialogue:** medical consultant Barbara Hediger explains how Rega helps with medical problems abroad.
- 24 In the ambulance jet around the world:** Aaron Marty's world trip comes to an end on a pedestrian crossing in Hawaii.
- 28 Mission report** on the rescue of a deaf hiker from a perilous situation.
- 29 Rega kids** can win some great prizes – and have fun too.

## Navigation

- 30 Knowledge** on how to plan an excursion in the mountains prudently.
- 33 In the Rega Shop** you can find the complete range of the popular Rega articles.

# Take off

In brief

6



## Rega helped 31 patients per day

Last year, the Operations Centre organised 16,273 missions at home and abroad, and helped on average 31 patients per day. In addition, Rega assisted the Swiss authorities in dealing with the coronavirus pandemic with its expertise and infrastructure. At the request of the Confederation, the Helicopter Operations Centre acted as a national coordination centre, supporting the hospitals in their search for empty intensive care beds. This was only possible thanks to the solidarity of the Swiss population: at the end of 2020, 3,625,000 patrons were keeping Rega in the air, representing a net increase of 73,000 persons (+2 percent) compared to the previous year.

## Complete your patronage details

Has there been an addition to your family? Are all your children included in your Family patronage? Full and up-to-date data is important for us to be able to deal with our correspondence with you efficiently. You can notify us of your amendments at any time online or by telephone.

► Online at [www.rega.ch/admin](http://www.rega.ch/admin) or by telephone via 0844 834 844 (local tariff) from Monday to Friday, 8am–5pm.



## Efficient and comprehensive: the electronic patient report form

Since the beginning of the year, the emergency flight physicians in the helicopter crews document every step in the medical treatment of their patients on an electronic patient report form using a tablet device. In addition, the medical equipment on board the helicopter automatically transmits the patient's vital parameters to the report form. This ensures that the documentation is complete and also relieves the flight physician of some of the administrative work.





### Additional device for an airborne search

One of Rega's tasks is to search for missing persons who may be in distress. If Rega is called out by the authorities to perform a rescue search, the Operations Centre has various means at its disposal. For example, a search flight with the IR/EOS multi-sensor search system, which has an ultra-sensitive thermal imaging camera. Since February, this system has been supplemented with a so-called "Lifeseeker". With this device, the mobile phone of a missing person can be located from the air, enabling the search area to be narrowed down to an area of around 150 x 150 metres. The search can then be intensified within this space both from the air and on the ground – such as by the mountain rescuers from the Swiss Alpine Club (SAC). Rega receives the missing person's mobile phone data from the authorities responsible for the purpose of performing an emergency search.

### Emergency doctor vehicles at the Rega bases in Mollis and Erstfeld prove their worth



An emergency doctor vehicle is now stationed at the Rega helicopter bases in both Mollis and Erstfeld. They enable the Rega emergency physician to also be called out if, for example, the rescue helicopter cannot fly

as a result of bad weather. Due to the positive experiences, the Glarus authorities, Glarus Cantonal Hospital and Rega decided after a one-year pilot phase to continue the project indefinitely.



### Well protected through the summer

With the Rega sports sunglasses, you can optimally protect your eyes from the sun. The sunglasses weigh just 28 grams and are equipped with shatterproof, polarised lenses, which eliminate glare by filtering out the harsh reflections of light from snow, water and rain. The black high-tech frame made from high-grade material is flexible yet stable.

► Orders via the Rega Shop from page 33 or [www.rega.ch/shop](http://www.rega.ch/shop)

### The numbers in this issue:

**73,000**

additional patrons were supporting Rega as of the end of 2020.

**1987**

was the year when Rega became the first civilian organisation in the world to use night vision goggles.

**90**

metres: that is the length of the rescue hoist cable.

# Rescue from the dark rock face

**Five experienced and well-equipped mountain climbers get into difficulties on their tour and need Rega's help. The crew from the Berne base extricate the young women and men from their predicament using the rescue hoist.**





**2,518**

is the number of times Rega was called out at night in 2020.

10

It is shortly after 10pm when the crew from the helicopter base in Berne receive the emergency call: five mountain climbers have got stuck in the Aubert-Jumelle region in Canton Vaud and need to be evacuated. The preparations for the mission proceed calmly and even more focused than during the daytime. Emergency flight physician Richard Steffen steps into a climbing harness in readiness for a possible hoist rescue and pulls on a headlamp in addition to the lamp on his helmet. Pilot Simon Luginbühl is already busy preparing the helicopter for take-off. Paramedic Michael Siegenthaler puts on the safety vest that is necessary when operating the rescue hoist and then checks that the so-called “lip light” – a small light attached to the microphone on his helmet, which he can switch on and off by moving his lips – is functioning properly. “Human performance is not as high at night as during the daytime. It’s therefore all the more important to follow procedures precisely and to prepare for a mission with even more concentration than during the day,” Michael Siegenthaler explains.

**Time to prepare the mission**

For this mission in high Alpine terrain, the crew can count on the help of a helicopter rescue specialist, who has already been called out by the Rega Operations Centre. Björn Dysli,

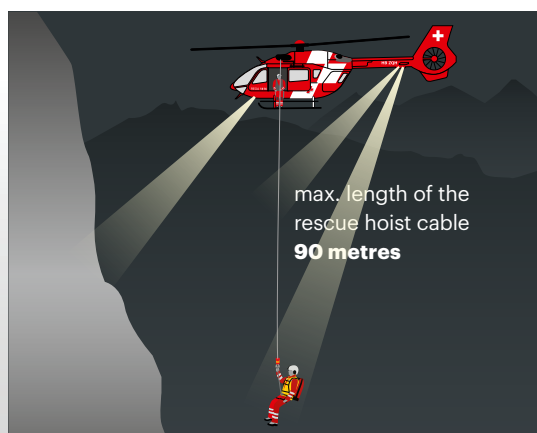
a high-altitude rescuer from Protection and Rescue Bern, is waiting at the arranged meeting point by the fire station and climbs on board the rescue helicopter. The subsequent flight to the site of the incident takes approximately 20 minutes – time that is used to prepare the mission. As the mountain climbers have raised the alarm via the Rega app, the exact coordinates of their location are known. Emergency physician Richard Steffen studies the map together with the rescue specialist, and the crew find a small parking area next to a large meadow, very close to where the stranded climbers are located – an optimal temporary



**In safety:** the first mountain climber is set down next to the emergency physician at the temporary landing site.

**K Night missions with the rescue hoist**

Rega is the only air rescue organisation in Europe that performs night missions with the rescue hoist from all of its helicopter bases. As a result, the Rega crews also regularly help out in regions just over the Swiss border whenever this specialised expertise is required. Besides state-of-the-art technology in the form of rescue helicopters with four-axis autopilots and several powerful spotlights, the crews are required to undergo regular training. All of Rega’s cockpit crews practise using the rescue hoist at night at least once every three months.







**Conclusion of a successful rescue:** mountain rescuer Björn Dysli (left) and emergency physician Richard Steffen help the last of the rescued mountain climbers to take off the evacuation triangle harness.

landing site for the upcoming evacuation. The approach to the landing site is performed with the utmost of care; the display in the cockpit indicates several cables running across the valley. “Even during the day, cables are often barely visible and are extremely dangerous for helicopters,” says Luginbühl. Moreover, the official aeronautical obstacle maps only include cables that are required to be reported and are located at a height of over 25 metres. In 2016, Rega started to record lower-lying obstacles – such as cableways for transporting goods up to the alp – independently in its own database, so that cables and aviation obstacles located under the prescribed altitude are also displayed on a digital map in the cockpit. Rega also makes this data available to other airspace users. “However, in spite of this extensive database, it’s always necessary to exercise particular caution – especially at night, when the cables are virtually invisible,” says Luginbühl.

#### Seeing thanks to night vision goggles

In order to see better at night, Rega’s cockpit crews use night vision goggles, or NVGs, which amplify the residual light and increase visibility (see page 16). However, Rega’s H145 helicopter has another ace up its sleeve to help pilots get their bearings in the dark: mounted on the helicopter are two extremely powerful, movable spotlights, which Luginbühl can control from

the cockpit. “The NVGs and the spotlights are used independently of each other, depending on the situation. If I can get a better visual reference with the bright light from the spotlights, I don’t use the NVGs. But there are many cases where this is not possible and then the NVGs are indispensable,” the Rega pilot explains.

#### Paramedic operates the rescue hoist

With the night vision goggles in front of his eyes, Luginbühl lands his H145 rescue helicopter safely on the Alpine meadow next to the small parking area and allows the emergency flight physician, Richard Steffen, to alight. Steffen outlines the procedure: “We need to fly around several times to evacuate all five climbers, who are in two different places on the rock face. I’ll then meet them on the ground and detach them from the rescue hoist hook.” Meanwhile, the helicopter flies off into the dark night to set down Björn Dysli next to the first group of climbers. Now, once again, precision work is called for. With brief commands, paramedic Michael Siegenthaler directs the pilot exactly over the place where the climbers are located. Around 75 metres above the group, Luginbühl holds the helicopter in position and as steady as possible, while Siegenthaler lowers the rescue specialist, suspended on the end of the hoist, to the climbers. Missions with the rescue hoist at night are particularly challenging for all the ▶



**A video about this mission** can be found at:  
[www.rega.ch/video](http://www.rega.ch/video)



**Mission accomplished:** emergency flight physician Richard Steffen asks one of the rescued climbers how he is feeling.

12

**It is better to request help in good time than to take unnecessary risks.**

crew members. While during the day, the paramedic can clearly see the terrain below him, it is much more difficult in the dark: distances are harder to judge and the hoist hook becomes invisible as soon as it disappears below the cone of light from the spotlights. On this particular day, the situation is made even more difficult by the foehn wind, which is blowing strongly. Experience, precision and unreserved trust in the abilities of the other crew members are the key to a successful night rescue with the hoist.

#### **Rescued with the evacuation triangle**

Once he has been set down next to the climbers, Dysli prepares them for evacuation. He straps them into the evacuation triangle, a type of harness that can be used to transport people who are not or only slightly injured in an upright position. Suspended on the hook of the rescue hoist, the five mountain climbers are then flown one by one to the temporary landing site on the Alpine meadow, where they are met by Richard Steffen. "They were exhausted and cold, but uninjured and just relieved that everything had turned out so well," relates Steffen.

So how had the five experienced and well-equipped mountain climbers got into this predicament in the first place? Patrick K., one of the people rescued, explains that the group had planned the tour carefully, but that they had had a problem finding their way, and in places the level of difficulty was much higher than indicated. When it started to get dark,

they had looked for two places in the rock face where they could stand safely and then called Rega for help. "A good decision, but one that was not easy for us to make." Emergency physician Richard Steffen reassures the group and tells them that that they had made the right decision: "I'm glad that you're not injured. That's the most important thing. It's better to request help in good time than to take unnecessary risks." After briefly bidding their rescuers farewell, the five mountain climbers make their way back to their car, which is parked nearby. Once they have set down the rescue specialist at the fire station again, the Rega crew fly back to the helicopter base. It is half past twelve in the morning when the crew push the rescue helicopter into the hangar at the Berne base.

*Karin Hörhager*



#### **Raising the alarm before there are any casualties**

Serious injuries can often be prevented by raising the alarm early on. It is therefore advisable to alert Rega even if in doubt. Rega's Operations Centre is staffed by competent flight coordinators, who are skilled at assessing critical situations and deciding whether a rescue helicopter is the right means of assistance. Sometimes our flight coordinators can also help the person raising the alarm over the phone by explaining the route with the aid of a digital map or, for example, by organising the descent escorted by a local mountain rescuer from the Swiss Alpine Club SAC, who is very familiar with the area.



# 24h Rega

Alfons Schifferle, 63, Team Leader Warehousing and Logistics

**Everything from pencils to rotor blades – the logistics staff record, store and supply everything that Rega employees require in their everyday work and on their missions. Specialists such as Alfons Schifferle are needed to ensure that everything proceeds without a hitch.**

Rega stores around 20,000 items in its warehouse. From spare parts for the ambulance jets and rescue helicopters to work gear for the crews, right through to medical equipment and office supplies, everything has to be available in the right place at the right time. This is the task of the eight employees in the Logistics department, who record, store and supply each article with the help of a digital inventory management system.

Team leader Alfons Schifferle loves his work: “We come into contact with all of Rega’s employees, because at some stage everyone needs something from the warehouse – regardless of whether they work at the Rega Centre or on one of the 13 Rega bases.” Alfons Schifferle is used to working precisely. He trained as a carpenter and completed an apprenticeship as a technical salesman. For 15 years, he ran the family business, a factory manufacturing tables and chairs. After the firm underwent restructuring, he took the opportunity, at the age of 37, to move to Canada with his wife and two children for around a year in order to learn English. Already then, an idea was



germinating in his mind: “I wanted to run my own petrol station. The independence, the contact with people and the many products appealed to me.” After his return, he worked for three years as a stand-in worker at various petrol stations in Switzerland until he finally opened one of his own in Baden-Dättwil. “A petrol station is open around the clock. To ensure that there are always enough items from the entire product range on the shelves, you need, among other

things, to be skilled in logistics.” After a few years of self-employment, Alfons Schifferle decided to reduce his work load and he moved to the logistics department of an aviation company in Zurich. Six years ago, he was once again looking for a new challenge and accepted a job at Rega: “For me, the move was a stroke of luck. Now I can draw on the diverse experiences gained during my past activities and put them to good use.” For an efficient logistics system that can be accessed at any time is vital for Rega to be able to bring medical assistance by air around the clock to people in distress.



The **Logistics team** ensure that the necessary material is available to Rega staff at all times.

Karin Zahner

Continue reading on page 14 ►

“We come into contact with all the employees.”

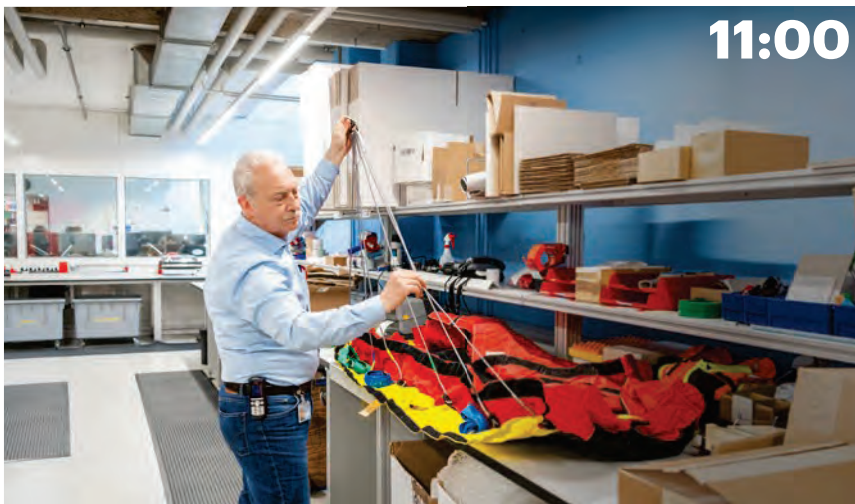


▲ At the team meeting, Alfons Schifferle informs his seven employees about the latest news and shows them how to store the new night vision goggles correctly.

14



◀ Alfons Schifferle picks out the clothes for the upcoming fitting for a new crew member. The Logistics department supplies the helicopter crews with suitable garments for all weather conditions.



◀ A rescue bag that has been used for training purposes is checked for damage before being stored away.

► A visit at the counter: a member of staff has ordered 50 copies of the Rega Annual Report and has come to collect them from the warehouse.







**13:30**

► The trainee logistician has prepared a material delivery on her own. Together they check that it is complete. Every three years, Rega offers an apprenticeship for the occupation of Logistician EFZ.

◀ Large-scale delivery: Alfons Schifferle transports a replacement engine for one of the three Rega jets to the hangar.



**14:15**

► Alfons Schifferle receives a new order directly on his mobile scanning device. On the display, he sees where the product is stored and can book it out directly from the digital inventory management system.



**15:30**



**16:30**

▲ Every day, up to 50 parcels leave Rega's Logistics department. The team are available around the clock and also drive urgent material deliveries to the helicopter bases themselves.

► Alfons Schifferle winds down in the vineyard of the Dottingen winegrowers' cooperative. He tends and prunes the vines and helps with the harvest every year.



**19:00**



## 16 Seeing in the dark

**For over 30 years now, Rega crews have been using night vision goggles so that they can also bring medical assistance to people in distress at night. Since spring 2021, new night vision goggles specially adapted to Rega's needs have been in use.**

**Already in 1987, Rega was the first civilian organisation in the world to use night vision goggles.**

Whether in the event of an accident or a serious illness, Rega's help is needed around the clock, including at night. Last year, one in four helicopter missions took place after dark. Flights at night are demanding for the entire crew, especially the helicopter pilot. Obstacles such as power cables and trees, but also changes in the weather, such as rising fog, are particularly difficult to perceive in the dark. So that safety is nevertheless ensured at all times, night missions are practised regularly. In addition, the crews can make use of various technical aids in the dark. Digital maps and satellite-supported images displayed on the monitors in the cockpit facilitate navigation. To illuminate a landing or accident site, the crew have various extremely powerful spotlights at their disposal. These are located on the fuselage, by the rescue hoist and on the tail boom of the helicopter. The two large landing lights on the fuselage can be swivelled and controlled individually. Always on board the rescue helicopters are night vision goggles. This device amplifies the residual light and enables the wearer to "see in the night".

### **Operating with groundbreaking devices**

In 1987, Rega was the first civilian organisation in the world to equip all its helicopter bases with these light-enhancing devices. These night vision goggles were in use over a period of decades. As time went on, repairs became more frequent and it was increasingly difficult to obtain spare parts. The simplest solution would have been to opt for the successor product, because it is already certified for the helicopter types deployed by Rega. But an analysis of the market revealed that there were better options available.

### **Tailor-made solution**

So Rega decided to take matters into its own hands and conducted tests on a variety of night vision goggles from specially selected manufacturers in a completely blacked-out tent. The image intensifier tubes – the core component of every night vision device – were also analysed in this manner. The aim was to evaluate which components of various types of night vision goggles best suited Rega's requirements and to combine them to create a new NVG device.



In the end, a small European company agreed to unite the desired image intensifier tubes and the housing with the optics in accordance with Rega's requirements to create "brand new", tailor-made night vision goggles.

#### Extensive tests for certification

In the field of aviation, everything that is carried on board an aircraft must be certified by an independent body. This also applied to the newly-developed night vision goggles. So in autumn 2019, Rega's in-house Design and Development Centre drew up a certification programme for the European Aviation Safety Agency (EASA). What effect does humidity, heat and vibration have on the night vision goggles? How easy is it to read the buttons and monitors in the cockpit when wearing NVGs? And how easy is it for the pilots to operate them? Extensive tests performed both in the laboratory and during test flights on new-moon nights in the darkest possible conditions provided answers to these questions. The evaluations from the trials were meticulously documented and then submitted to the EASA.

#### Optimally equipped for night missions

Parallel to the submission to the EASA for the night vision goggles to be certified, the Rega engineers, in collaboration with the manufacturer, modified the helmet mount. This not only holds the binoculars firmly in place on the front of the helmet, but also provides the power connection between the battery fixed on the back of the helmet and the NVG device. Going the extra mile in terms of the evaluation of the new devices and the certification project paid off: the EASA gave the go-ahead and since spring 2021, all of Rega's rescue helicopters have been equipped with these ultra-modern devices. The advantages of the cutting-edge technology are now coming to bear on missions every night and provide an extra degree of flight safety. Consequently, Rega continues to be optimally equipped for night missions.

*Corina Zellweger*



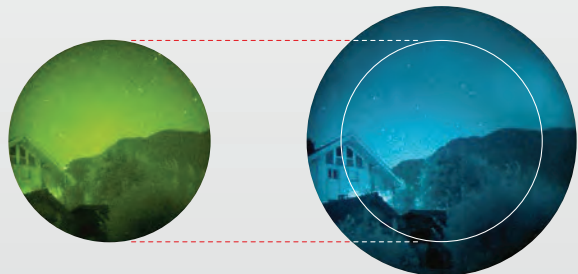
## Rega's new night vision goggles



Night vision goggles amplify any residual natural or artificial light from the night sky. To do this, image intensifier tubes with white or green phosphor imagery are used, which present to the viewer a greyscale image. The night scene appears more natural than with the previous contrasting shades of green and the colours reduce strain on the eye. Shapes and shadows are also much more distinct. The pilot's environmental and situational awareness is thus increased, which enables them to recognise danger earlier or better and react accordingly.

17

#### The advantages of the new NVG devices



##### Field of view

The field of view is around 25 percent larger than before, which makes it easier to perceive the surroundings in the dark. The pilot has to turn his head less, which helps reduce fatigue.

##### Optics

State-of-the-art technology in the image intensifier tubes delivers a higher resolution, more distinct contrasts and increased depth of perception, as well as a sharper image. As a result, obstacles or changes in the weather can be detected earlier and more precisely.

##### Housing and mounting system

The new NVGs are more robust than the previous version. The swivel mount supplies the binoculars with power and allows them to be moved from the operating position (in front of the pilot's eyes) to the flipped-up position.

##### Weight and ergonomics

Together, the binoculars, helmet mount and battery pack are lighter than before: with the pilot's helmet, they weigh around three kilograms. This weight is optimally distributed on the helmet in order to keep the strain on the pilot's neck to a minimum.

# Missions at night

Nowadays, one in four missions performed by a rescue helicopter take place after darkness has fallen. Our crews are optimally prepared for these demanding missions and are supported by state-of-the-art technical aids.

18



## Night vision goggles

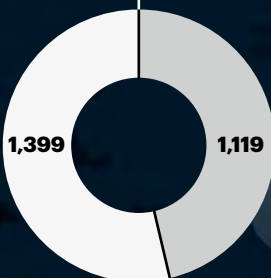
Night vision goggles are always carried on board the rescue helicopters. These devices amplify the residual light and comprise a pair of binoculars attached to the front of the pilot's helmet, which can be flipped up or down, and a battery pack that sits on the back of the helmet.



## Spotlights

The landing, rescue hoist or search lights can be used, for example, to illuminate a temporary landing site or an accident site. The two large landing lights on the fuselage of the helicopter can be swivelled and controlled individually.

Primary missions | Secondary missions



## Night missions in 2020

Night missions illustrate Rega's broad range of missions: in terms of the 1,399 primary missions (emergency missions direct to the scene of the incident), the most frequent reasons for raising the alarm were acute illnesses followed by occupational and road accidents. Rega was also called out a total of 1,119 times during the night to carry out secondary missions, whereby the crews transfer patients from a peripheral hospital to a central one.







### Position and warning lights

In accordance with aviation regulations, these lights indicate the relative position and direction of flight of the helicopter, so that in the dark it can be recognised by other airspace users. In the flight direction, there is a green position light on the right side of the horizontal stabiliser and a red one on the left. On top of the vertical fin is a red flashing anti-collision light, while white lights shine out towards the rear.

19

### Training to increase safety

Sound basic and on-going training helps to ensure the safety of crews and patients at all times, including at night. All Rega crews practise using the rescue hoist at night at least once every three months.

### Digital maps

Digital maps and satellite-based images on the cockpit screens make it easier to navigate in the dark. They also show the location of low-lying ropes, cables and power lines, which are fed into the navigation system from Rega's own obstacle database.

Silvina Simao Valente,  
Freiwillige Besuchs-  
und Begleitdienst

**«Ich bin Fan vom Roten Kreuz.  
Gemeinsam bringen wir  
Abwechslung in den Alltag.»**

Engagieren Sie  
sich freiwillig!  
[fan.redcross.ch](http://fan.redcross.ch)

Silvina Simao Valente bereichert als Freiwillige des Besuchs- und Begleitdienstes den Alltag alleinlebender Menschen – und umgekehrt. Engagieren auch Sie sich gemeinsam mit dem Roten Kreuz: Inspirationen und Möglichkeiten auf [fan.redcross.ch](http://fan.redcross.ch). Wir freuen uns auf Sie!

**Schweizerisches Rotes Kreuz**



**Für mehr Menschlichkeit**



# Opinion

Ernst Kohler

“Standing still is not an option.”

21

Pink fleece jacket, purple mountain trousers: dressed in the on-trend colours of the day, I am suspended on the end of a long rope underneath an Alouette III helicopter. Slowly, the pilot flies me so close to the rock face that I can get to the casualty with the help of a telescopic pole. This is a scene from a Swiss television programme that was broadcast 30 years ago. At the time, I was a mountain rescuer in the Haslital and we were presenting a new rescue method. Recently, a TV presenter dug up this programme and asked me how air rescue had changed since then.

This question remained on my mind even after our conversation. These days, in the field of air rescue we have many more possibilities to help people in distress. This is all thanks to technological advances and above all to Rega's innovative spirit. For fundamentally we are still driven by the same questions as the pioneers 70 years ago and the mountain rescuers in the Haslital 30 years ago: How can we further improve air rescue? How can the latest technology support us in this? Not as an end in itself – but for the benefit of the Swiss population.

A current example of this is Rega's brand new night vision goggles. As no supplier could provide us with an off-the-shelf device that met our requirements, we combined the best components from different manufacturers to

create one bespoke “Rega NVG device”. This enables our pilots to see better at night, thus increasing safety for both patients and crews. Going the extra mile and striving for the very best is costly. This also applies to the use of the rescue hoist to evacuate patients when the helicopter cannot land directly at the accident site. Today, every Rega helicopter is equipped with a rescue hoist, regardless of whether it is stationed in the mountains or the lowlands. We invest a great deal not only in purchasing and maintaining the equipment, but also in training the crews. We do this because the rescue hoist is more versatile, quicker to use and safer than the “rope rescue” with a long rope attached to the underside of the helicopter, which was the standard procedure decades ago.

Standing still is not an option for us: technological progress should pay off for our patients. Improving air rescue for the benefit of the Swiss population is one of Rega's core tasks. And to do this we invest not just in equipment, but also in infrastructure, such as our network of 13 helicopter bases. The fact that we are in a position to do this is all thanks to you, our over 3,625,000 patrons. You enable us to constantly improve – for which I would like to thank you most sincerely.

**Going the extra mile and striving for the very best is costly.**



**Ernst Kohler**

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

“Often we can already help over the phone”

22



**Barbara Hediger is a medical consultant at Rega. In the event of medical problems abroad, she provides help and advice over the phone and decides whether repatriation by ambulance jet or on board a scheduled flight is indicated.**



### **What are your tasks as a medical consultant at Rega?**

We help patients suffering from medical problems abroad and assess what is the best solution for them in their particular situation. To do this, we get information about the diagnosis from the doctor on location and talk to the patient, their relatives and, if necessary, also the patient's GP in Switzerland. Once we have gathered and evaluated the necessary information, we decide in liaison with the Operations Centre whether, when and in what form repatriation to Switzerland is indicated.

### **With what kind of problems do people ask Rega for help?**

Everything that can happen in Switzerland can also happen to travellers abroad. We are frequently contacted after accidents, but also after illnesses, such as strokes, heart attacks or pneumonia. In addition, we have people who are infected with tropical diseases – and currently with coronavirus – which requires medical clarification on our part. However, Rega does not provide emergency assistance abroad. Therefore, in the event of an accident or acute illness abroad, the local emergency services should always be called out first.

### **What are the challenges when carrying out medical clarifications over the phone?**

Firstly, we cannot examine the patient ourselves. We are therefore dependent on information from the doctors, the patients or their relatives, as well as on medical reports and laboratory results from the hospital abroad. In addition, there are sometimes language

barriers or cultural differences that need to be overcome in order to assess a situation correctly. For this, we need a keen sense of intuition and a great deal of experience.

### **What technical aids support you in your work?**

We benefit from the experience gathered by Rega in the course of over 50 years of repatriation activities. One such example is our worldwide hospital database. When our crews return from a mission abroad, they notify us of, for example, the state of the hospital visited, the hygiene conditions or the general quality of the patient's medical care on location. All this information flows into an extensive database, which we can

**Barbara Hediger, 51**

**“The welfare of the patient comes first.”**

access when making our clarifications. This provides us with a good overview and is very useful for our work.

### **On what do you base your decision regarding repatriation?**

The therapy options, the medical facilities and the hygiene conditions on site, for instance, are all important. We also take into account possible complications that could occur after an operation. The expected length of the stay in hospital, the treatment and the rehabilitation programme also play a role in the decision. In addition, we weigh up how great the risk of transport is, whether repatriation is proportionate to the risk, or whether social motives, such as the absence of relatives or care providers on location, speak in favour of repatriation.

### **Are all patients flown back to Switzerland?**

No. Often we can help people with medical problems by recommending



**Rega helps worldwide**



### **Medical assistance abroad**

Rega is there for you around the clock. Give us a call if you have a medical problem while you are abroad. In many cases, our medical consultants can already help you over the phone. Or they will arrange for you to be flown home on board a Rega jet or a scheduled airline under the professional care of a member of Rega's medical staff.

a good hospital in the vicinity or suitable therapeutic measures. The evaluation of the diagnosis made by the foreign doctor can also be a great help. As a result, a trip or stay abroad can frequently be resumed after a few days.

### **You have been working for Rega for 12 years now. How has your work changed?**

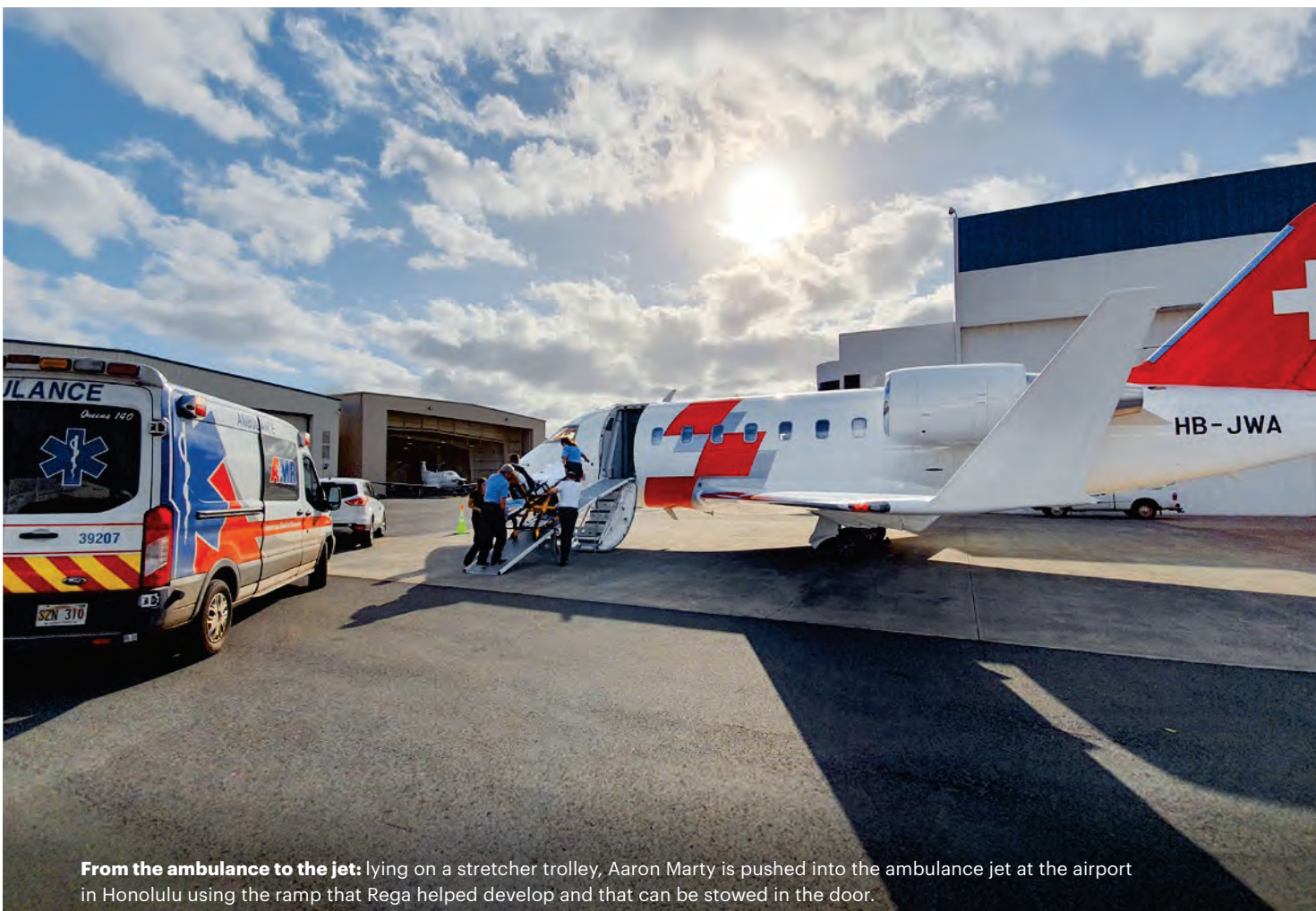
In many countries, medical care has improved during this period, and with the help of the doctors on location and the real-time digital transmission of medical data, we can now often obtain a fairly accurate picture of a patient's state of health. What has not changed, however, is our core task: that is, putting the welfare of the patient at the centre of everything we do and providing help in a difficult situation.

*Interview: Karin Zahner*



24

**From A to Z:** during the briefing at the Rega Centre, the flight coordinator informs the jet crew about the course of the mission, which will last several days. On this mission, the crew comprises four pilots, a flight physician and an intensive care nurse.



**From the ambulance to the jet:** lying on a stretcher trolley, Aaron Marty is pushed into the ambulance jet at the airport in Honolulu using the ramp that Rega helped develop and that can be stowed in the door.



# In the ambulance jet around the world

It happens while crossing a road in Honolulu that branches off from a dual carriageway: Aaron Marty is already in the middle of the pedestrian crossing when a car suddenly turns off the dual carriageway and hits him from the side. Right in front of his girlfriend's eyes, the 28-year-old man from Zug is first thrown onto the bonnet of the car and then against the wind-screen, before landing with full force on the kerb of the pavement. The staff at the nearby hotel react quickly and call out the emergency services, who arrive at the scene of the accident shortly afterwards and take the young man to hospital.

## **Anything can happen anywhere at any time**

His girlfriend, Janine Flüeler, still vividly remembers the anxious days and weeks afterwards: "Aaron suffered a sevenfold fracture of the skull with brain haemorrhages, three fractures of the cervical vertebrae and a ruptured liver in the accident," she says. While her boyfriend is in an artificial coma, Janine Flüeler stays by his bedside and watches over him around the clock. She looks after him, talks with the doctors and nursing staff, and keeps both their families up to date. Just a few



**Sabine Zahn**  
50, flight coordinator

*"With ultra long-haul flights, the preparations are particularly complex and extensive."*

**At the end of his world trip, Aaron Marty is lying in hospital instead of on the beach in Hawaii after a serious accident. Only after three long weeks is his condition stable enough to fly him back to Switzerland on board a Rega ambulance jet.**

25

hours after the accident, Rega contacts her. "As Rega patrons, we knew that Rega also flies patients from countries abroad back home to Switzerland," she says. They had always been very aware that something could go wrong at any time during activities like freeskiing or hiking. "But we never thought that we would have to request Rega's assistance after crossing a pedestrian crossing in Honolulu."

## **Flying intensive care units**

No matter where in the world someone needs Rega's help: with its three long-range ambulance jets, Rega crews can fly seriously injured or ill patients back to Switzerland from even the most remote corners of our planet (see box on the next page). Before a Rega jet takes off on a mission, however, Rega's medical consultants need to carry out a thorough medical assessment of the case. From the Operations Centre ▶

far away, they get an as accurate a picture as possible of a patient’s state of health and medical care on location and assess, among other things, whether they are fit to be transported in the first place (see interview on page 22).

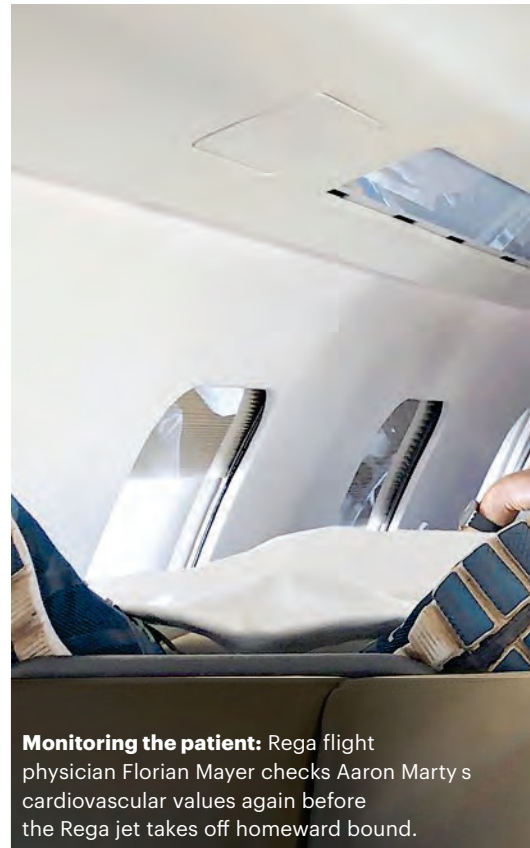
**Medical clarifications**

Shortly after Janine Flüeler’s first call, Rega medical consultant Gabriela Staub contacts the doctor-in-attendance at the hospital in Honolulu. She obtains detailed information about Aaron Marty’s injuries and the situation on location in order to assess whether or not repatriation is both possible and sensible. Due to his severe head and brain injuries, however, Aaron Marty is not yet fit for transport. From now on, the team of Rega medical consultants are in daily contact with Janine Flüeler and the local doctors. In this way, they are able to judge when Aaron’s medical condition is stable enough to transport him to the airport and endure the long flight in the Rega jet back home to Switzerland.

**Complex mission planning**

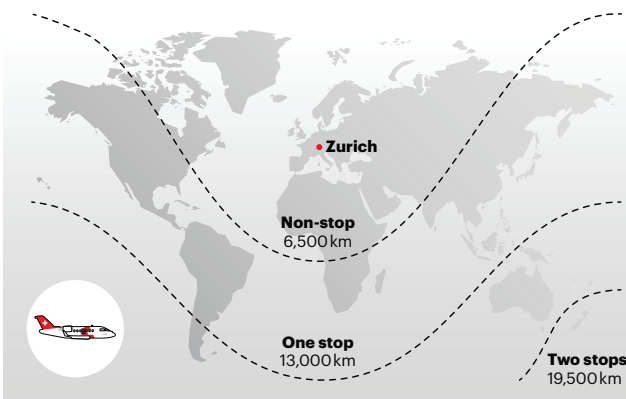
After two weeks in the intensive care unit in Honolulu, it appears that Aaron’s medical condition will allow him to be repatriated soon. Now, on the other side of the world, preparations for the long mission are set under

way at the Rega Operations Centre at Zurich Airport. The Jet Operations Centre organises the entire mission in advance. To do this, flight coordinator jet Sabine Zahn draws up a detailed time schedule. With ultra long-haul flights, these preparations are particularly complex and extensive: “For missions to far-off countries, we also have to meticulously plan stopovers for the ambulance jet to be refuelled.” For this, the opening hours of the respective airport need to be taken into account, landing permits obtained and arrangements made with the



**Monitoring the patient:** Rega flight physician Florian Mayer checks Aaron Marty’s cardiovascular values again before the Rega jet takes off homeward bound.

**K The range of Rega’s ambulance jets**



With four pilots on board, who take turns in the cockpit during the flight, a Rega crew can fly for up to 30 hours and cover up to 20,000 kilometres, with two to three stopovers and depending on wind conditions. From 18 hours’ flying time, a flight is considered to be an ultra long-haul flight. Last year, the Rega jet crews flew ultra long-haul missions almost weekly, repatriating several dozen patients.





## **K** The jet flight coordinators



**Initial contact:** They take the calls from patients and relatives abroad, make initial clarifications and pass on the dossier to the Rega medical consultants. After the medical consultants' decision on the manner and timing of repatriation, they take over again.



**Organisation:** They are responsible for the entire organisation of the repatriation mission. They draw up a time schedule, clarify all the logistical issues for the mission, plan the flight route together with the dispatcher, and obtain the necessary landing and overflight permits.



**Support:** The dispatch and briefing of the jet crew are just as much a part of their responsibility as their support from a distance throughout the mission. Language skills are particularly important here, which is why they need to be proficient in at least one foreign language in addition to German, French and English.

27

handling service providers, to ensure that the stopover is as short as possible. For the flight to Hawaii, the flight coordinator schedules two stopovers in Newfoundland and Vancouver (Canada) in consultation with the dispatcher, who is responsible for the flight planning and route. The mission is already fully organised and ready to go when something comes up: “The weather had suddenly changed, so we had to move the first refuelling stop in Canada at short notice from Gander to Goose Bay, which lies around 600 kilometres to the north,” the flight coordinator explains. “This is typical of our everyday work at the Operations Centre; we always have to remain flexible and also be able to react quickly to the unexpected,” says Sabine Zahn. “This is challenging, but it makes our job particularly interesting.”

### **A special birthday present**

The Rega medical crew finally arrive at the hospital in Honolulu on Aaron's 29th birthday. Janine Flüeler smiles when she thinks back to that moment: “He could hardly wait for them to come, but he was still rather confused and wanted to pack his suitcase days before.” Flight physician Florian Mayer recalls: “Medically, he was in a relatively good condition and he was also responsive. At the same time, however,

he was rather confused, which is very common in patients with traumatic brain injury.” Nevertheless, the beginning of the return journey home is Aaron Marty's first conscious memory since the accident. “I remember being pushed on a stretcher trolley into the jet. And for some reason, I recall that there was also a coffee machine on board,” he says with a laugh. The subsequent flight back to Zurich goes smoothly. “Because of the life-threatening injuries Aaron Marty had suffered, we had to monitor him constantly,” explains the Rega flight physician. Sharing the duties efficiently between him and the intensive care nurse was extremely important, especially on such long missions, so that they could both have a short rest between caring for the patient and looking after the relatives, he says. Janine Flüeler, on the other hand, can finally, after three weeks, breathe a little easier: “Knowing that Aaron was in good hands, I was able to sleep properly and deeply for the first time in the Rega jet.” In the meantime, apart from a few limitations, Aaron Marty can lead a normal life again. A good year after his accident, he is about to return to working life.

*Jérôme Zaugg*

**Sharing the duties out between the crew members is extremely important, especially on long-haul flights.**



**Further information** about our international mission activities can be found at: [www.rega.ch/repatriation](http://www.rega.ch/repatriation)

# Emergency in steep terrain

**A hiker is in danger of falling into a ravine near Sternenberg (Canton Zurich). He is deaf and alerts Rega via the emergency app. Thanks to contact by SMS and swift action by the emergency teams, he can be rescued from his predicament.**



28

## Sternenberg (ZH), 20.2.2021

It is a Saturday in February when the Rega Operations Centre receives an emergency call via the Rega app. The location of the person raising the alarm is shown to be steep terrain in a ravine near Sternenberg. On this day, flight coordinator Doris Fricker is on duty: “The caller had already stored information in the Rega app to say that he was deaf.” As a result, Fricker asks via SMS what had happened.

**Doris Fricker,**  
flight coordinator

“We instructed the man via SMS to call out loud.”

The man writes back that he had fallen while out hiking and had left the path. He is just about able to hang on to a fir tree, but is in danger of falling further down the steep slope. The flight coordinator immediately mobilises the crew from the Zurich base and the local fire brigade.

Just a few minutes later, Rega 1 takes off in the direction of the Zurich Oberland; the coordinates are automatically transmitted from the Rega app directly into the cockpit. During an initial flight over the steep area of forest at the accident site,

the crew are unable to spot the hiker from the air due to the dense growth of trees.

The exhausted man is in danger of falling, so the crew have to swiftly decide how to continue the search. With one skid on the ground, pilot Lukas Frick allows the emergency physician to alight onto the steep terrain and then flies to a temporary landing site. At the same time, the crew ask the flight coordinator

to instruct the man via SMS to call out loud. The emergency physician hears the cries for help and reaches the man, who is clinging on to the tree with his last ounce of strength to avoid falling into the ravine. As the trees there are too dense to evacuate him with the rescue hoist, with the help of the fire service he is rappelled further down into the ravine together with the Rega emergency physician. From there, he can finally be flown out uninjured on the end of the rescue hoist.

Wanda Pfeifer

## Successful search thanks to thermal image

### Muottas Muragl (GR), 25.2.2021

A young girl goes missing near the Muottas Muragl summit station. With the aid of the IR/EOS multi-sensor search system – an ultra-sensitive thermal imaging camera – the Rega crew are able to locate and rescue the 5-year-old.

## Emergency on the hard shoulder

### Iseltwald (BE), 13.4.2021

A man suddenly feels a sharp pain in his chest while driving. He stops on the hard shoulder and alerts Rega via app. The flight coordinator calls out the crew from the Wilderswil base, and also asks a police patrol to close off the road. The man is flown to a central hospital with a suspected heart attack.

## Crash during training

### Gossau (ZH), 4.4.2021

During take-off training, a paraglider pilot is caught up in a gust of wind and crashes to the ground. He is attended to by emergency services on the ground and then swiftly flown to a central hospital by Rega’s Zurich crew.

**K Missions with the rescue hoist**

**1,445** missions with the rescue hoist were performed by Rega in 2020.

**2700** kilograms: that is the maximum weight for which the rescue hoist is designed.

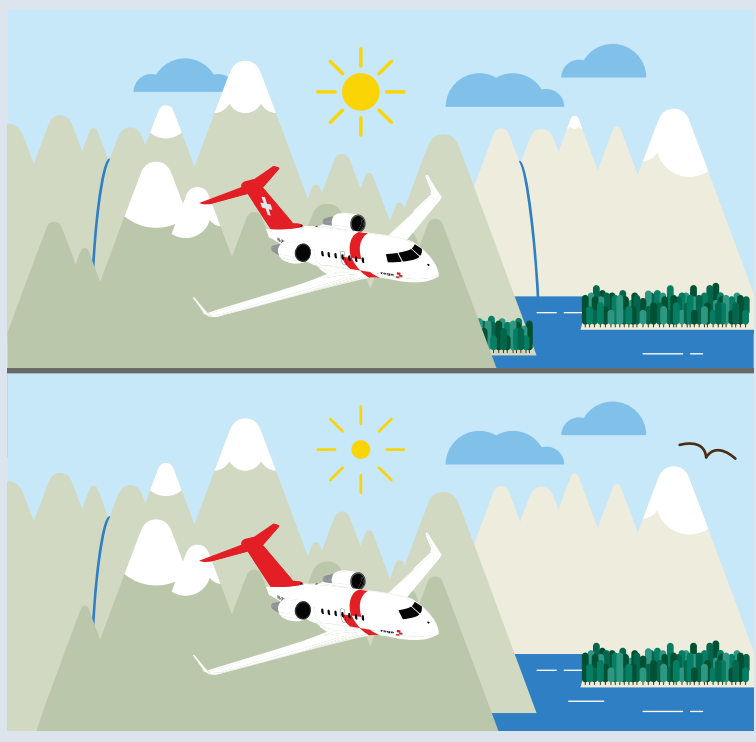
**143** hoist missions took place between sunset and sunrise.





# Rega kids

**Picture puzzle** The Rega ambulance jet is flying over the Alps. Can you find the 10 differences?



**Snakes & ladders game** Julia and Tom have just finished playing. Based on the dice, can you find out which of their marmots got the furthest? The arrows indicate whether the marmot crawled upwards or downwards.

**JULIA**

**TOM**

**Competition** The word "Rega" is hidden in this honeycomb. Help the bees to find it by drawing a circle around it. How often can you find the word? Write the solution below.



29

**Solution:** \_\_\_\_\_

**Competition**  
**Write the answer on a postcard and send by 31 July 2021 at the very latest to:**  
 Swiss Air-Rescue Rega  
 "Competition" Rega Magazine 1414  
 PO Box 1414  
 CH-8058 Zurich Airport

Ten winners drawn from the correct answers will each receive an insulated drinking bottle worth CHF 29.-.  
**We're keeping our fingers crossed for you!**



**Solution from No. 95: 22**  
**Each of the following has won a Rega teddy bear:** A. Morel, Villeneuve | A. Vessaz, Granges-près-Marnand | V. Hernandez, Lutry | N. Stucki, Zumholz | J. Billi, Schnottwil | L. Winkler, Trüllikon | L. Daphinoff, Berne | J. Escher, Muntelier | P. Lurati, Ligornetto | A. Bottinelli, Locarno  
**Congratulations!**



# Knowledge

## 30 Good preparation and prudent planning can help prevent accidents from happening in the mountains.

Breathe in the fresh mountain air, delight in the panoramic views, exercise the body: hiking in the mountains and climbing via ferratas are currently on trend. Stunning landscapes, an excellent network of hiking trails and well-equipped via ferratas invite outdoor lovers to explore our beautiful country on foot.

However, being out and about in Alpine terrain demands a high degree of self-responsibility, the ability to assess one's own capabilities, and a keen awareness of potential dangers. Whether for a hiking trail or a via ferrata – thorough preparation is essential. In particular, you should make sure that you know your exact route and the conditions along the way. Hiking paths, mountain trails and Alpine routes demand different levels of ability. For via ferratas, too, the grades of difficulty vary from one region to another. Therefore, find out about the degree of difficulty and the demands of your chosen via ferrata in advance.

### Careful planning is a must

Pay attention not only to the rough indications of difficulty, but also to other criteria, such as altitude differences, exposure to the elements or, in the case of via ferratas, the time it takes to reach and climb them. Allow yourself plenty of time, including for breaks. Also take into account the time of year, the openness of the chosen route and the weather: you can find out more about current conditions from websites and web-

cams, at cable car stations, from hut wardens or by talking to the locals.

### Do the test

Overdoing things increases the risk of accidents and makes your hike less enjoyable. Be realistic about your own abilities and plan accordingly. If you are hiking with other people, remember that the weakest member of the group determines the pace and the level of difficulty. Not sure which hiking routes are



### Self-test and further information

#### ► Test and tips on the topic of hiking:

Are you fit for a mountain hike? Take the test: [www.sicher-bergwandern.ch](http://www.sicher-bergwandern.ch)

► **Safety on a via ferrata:** Ten recommendations:

[www.sac-cas.ch/klettersteig](http://www.sac-cas.ch/klettersteig)

► **Maps:** The free swisstopo app brings the national maps of Switzerland to your smartphone:

[www.swisstopo.admin.ch](http://www.swisstopo.admin.ch)

► **Route planning:** Where should your next hike take you? You can find numerous suggestions here:

[www.schweizmobil.ch](http://www.schweizmobil.ch)

[www.schweizer-wanderwege.ch](http://www.schweizer-wanderwege.ch)

► **Raising the alarm:** All you need to know about raising the alarm and the Rega app:

[www.rega.ch/raising-the-alarm](http://www.rega.ch/raising-the-alarm)

[www.rega.ch/app](http://www.rega.ch/app)



suitable for you? The Swiss Council for Accident Prevention (bfu) and the Swiss Hiking Federation have published a self-test (see links on page 30).

#### Climb the via ferrata safely

What applies to mountain hikes naturally applies all the more to via ferrata climbing, especially as it is usually difficult or even impossible to go back once you have started. The Swiss Alpine Club SAC has therefore compiled ten recommendations for climbing a via ferrata safely, which are published together with some useful information leaflets on its website (see links on page 30).

#### Well-equipped

Safety has a lot to do with equipment. Stumbling and slipping are the most common causes of accidents when hiking in the mountains. Make sure you wear sturdy hiking boots with non-slip soles that have a good grip and are appropriate for the route. Take with you protection against the sun and rain, as well as warm clothing – the weather can change very quickly in the mountains. Even in this digital age, an up-to-date hiking map belongs in your backpack. Remember to pack a first-aid kit, a rescue blanket, provisions and a mobile phone for emergencies. If you will be tackling via ferratas, a climbing helmet, harness, via ferrata set and special leather gloves should also be part of your basic equipment.

#### Turn back in good time

Tiredness can seriously affect how surefooted you are. Drink, eat and rest regularly to keep up your strength and remain focused. Also pay attention to your time plan and the weather conditions. If the weather deteriorates, turn back in

good time or seek shelter. Have you lost your way? Stay together as a group, return to the last known point and, if necessary, get help. Do not take risks and do not overexert yourself. Always turn back in good time.

#### If you need Rega's help

Despite every precaution, things sometimes just happen – and Rega's assistance is needed. For in Alpine terrain, even a relatively harmless injury can quickly turn into an emergency. And if you find yourself in difficulties on the via ferrata or have lost your way, it makes good sense to contact Rega in good time. Perhaps we can even help you without dispatching the rescue helicopter. In short: do not hesitate to ask for help in

an emergency situation. The best way to do so is via the Rega emergency app. Then your precise coordinates are transmitted directly to the Operations Centre and the Rega helicopter crew will know exactly where to find you. Of course, you can also alert Rega by calling the emergency number 1414. If no mobile service is available where you are, change your location – sometimes, moving just a few metres is enough to get a signal again. You can read more on the topic of raising the alarm on our website (see links on page 30).

We wish you a wonderful summer and many relaxing, care-free moments outdoors in the nature.

*Karin Hörhager*

31



### Tips from the Rega Operations Centre



Before setting out on a hike, charge your phone battery and keep your phone warm and protected – it can save lives in an emergency.



Brightly coloured and conspicuous clothing increases your visibility – also for the Rega crew. It makes you easier to find in an emergency.



You need help, it is late in the day and a storm is approaching? Raise the alarm in good time: bad weather and/or darkness or poor visibility can delay or even prevent a rescue. Do not wait too long.



It is helpful if you let relatives, friends or mountain hut keepers know where you are heading and roughly how long your planned tour

will take. Then in an emergency, a search can be performed in a more targeted manner. Equally, though, remember to let mountain hut keepers know if you do not go on a hike you informed them about – so that a search is not carried out for you unnecessarily.



Check your position on the map regularly. Then you will be able to give your approximate location if you require assistance. Other useful information for our flight coordinators includes forks in the path, alp names or distinctive topographical features, such as lakes or mountain peaks.



Are you in trouble or lost and do not know what to do next? Avoid taking unnecessary risks. Alert us in good time – perhaps we will be able to help you without dispatching the rescue helicopter.

# DEIN WEG INS COCKPIT STARTET HIER: **SPHAIR.CH**

Als Militärpilot\*in Helikopter erwarten dich spannende, vielseitige und sinnvolle Einsätze. In der Schweiz oder bei humanitären Einsätzen im Ausland, teils auch unter herausfordernden Bedingungen. SPHAIR fördert junge Talente zwischen 17 und 23 Jahren, die sich engagieren wollen. Bist du bereit dazu?



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun svizra



**SPHAIR**



# Rega Shop

Products for the summer season and fan articles for people of all ages

OUR HIGHLIGHTS



## 1 Capcool 39.—

This intelligent cap provides high UV protection (UPF of 100+) and thus protects the scalp from harmful UV sun rays. The top-quality fabric is made in Switzerland and thanks to its functional textile properties has a cooling effect, prevents the build-up of heat, and is also water- and dirt-repellent. In addition, reflective elements increase visibility in the dark.

- Colour: black
- Material: 92% polyamide, 8% elastane
- Dimensions: one size, adjustable
- Washing instructions: wash separately at 40° C (do not use fabric softener)

► **Prevention:** 100% UV protection, Capcool is recommended as head protection by dermatologists.



## 2 Cooling sports towel 15.—

A must-have for sports activities and hot summer days! Wet the microfibre towel with cold water and shake it out. Then feel the cooling effect on your neck, face or arms, which lasts for 2-4 hours.

- Material: 100% polyester
- Dimensions: 90 x 30 cm
- Care: only wash in cold water, do not use fabric softener or bleach

## NEW

## 3 Duffel bag 59.—

This robust bag, which is suitable for the gym or a weekend trip, is made of water-repellent polyester. Its carrying straps allow it to be hung over the shoulder, held in the hand or worn as a backpack. The practical zipped compartment next to the main compartment has room for shoes or small items of clothing.

Thanks to its U-shaped zip, the spacious main compartment can be opened wide, so that the travel/sports bag can be quickly and easily packed right up to the top.

- Zipped pocket on the side of the main compartment
- Adjustable and detachable carrying straps
- Waterproof underside
- Volume: 29 litres
- Material: 100% polyester, water-repellent
- Dimensions: 44 x 27 x 25 cm (L x H x D)





**4 AgustaWestland Da Vinci** 29.—

The Da Vinci mountain helicopter as a collector's model to a scale of 1:43, 27 cm, metal. Not suitable as a toy.

**CLASSIC**

**7 "Traveller" multitool by Victorinox** 115.—

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

► **Free extra:** high-quality leather case



34



**5 Challenger 650** 29.—

Light as a feather, elegant, detailed: Rega's twin-engine Challenger 650 ambulance jet to a scale of 1:100, 21 cm, plastic (ABS), collector's model. Not suitable as a toy.

**3 Sunglasses** 119.—

Sports sunglasses with shatterproof, polarised lenses, which eliminate glare by filtering out the harsh reflections of light from snow, water and rain.

Black high-tech frame made from high-grade material, flexible yet stable.

- 100% UV protection up to 400 nm
- Microfibre pouch, which serves as a protective case and a cleaning cloth
- Case with carabiner and belt loop
- Weight: the sunglasses weigh only 28 g
- CE-certified



**BESTSELLER**



**6 Airbus Helicopters H145** 29.—

The H145, which is stationed at Rega's lowland bases, as a collector's model to a scale of 1:48, 28 cm, metal. Not suitable as a toy.



**9 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), including 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
- Pouch containing adhesive plasters
- Graze and burn plasters
- Blister plasters
- Sterile compresses
- Cooling bandage 6 cm×4 m
- Self-adhesive bandage 6 cm×3 m
- Gauze finger bandage 4×50 cm
- Set of wound closure strips 6×76 mm
- Set with scissors, tweezers and safety pin
- Roll of adhesive plaster to secure bandages 2.5 cm×5 m
- Foil emergency blanket
- Storage container for medicaments
- First aid checklist
- External dimensions: 20×13×10 cm (L×W×D)
- Weight: 600 g



**NEW**



**10 Picnic blanket/Cool bag 49.—**

Practical for picnics, visits to the swimming pool, camping and more: this outdoor blanket quickly converts into a cool bag. The insulated cool bag keeps food fresh and drinks chilled. The fleece blanket is backed with water-resistant material made of recycled PET (rPET). Attached to the middle of the blanket is an easy-to-wipe insulating foil.

- Colours: black & red
- Outer material: rPET
- Inner material: polyester
- Dimensions of the blanket: 141×112 cm
- Weight: 1.2 kg



**11 Lunchbox 35.—**

Practical steel lunchbox with clamps for secure closure – for safely transporting salads, fruit, eggs and sandwiches.

- Dishwasher-safe
- Leakproof
- Material: 100% stainless steel
- Dimensions: 21×16×6 cm (L×W×H)



**12 Shoulder bag 39.—**

Elegant shape, timeless style, practical for everyday use. The shoulder bag has two outer pockets with zip, as well as two inside pockets and a padded laptop compartment (for devices measuring 13–15 inches). With adjustable shoulder strap, max. length 124 cm.

- Colour: anthracite
- Material: 300D polyester
- Volume: 12 litres
- Dimensions: 35×26×14 cm (H×W×D)



**13 City backpack 49.—**

Perfect everyday companion: the modern city backpack features a padded laptop compartment (for devices measuring 13–17.3 inches) and numerous slots and pockets inside and outside, four of them with zips. The backpack is comfortable to carry thanks to its back padding and adjustable shoulder straps. The integrated USB charging port allows electronic devices to be charged on the move.

- Colour: anthracite
- Integrated USB port
- With pass-through trolley strap
- Material: 300D polyester
- Volume: 15 litres
- Dimensions: 41×29×14 cm (H×W×D)



**14 Insulated drinking bottle 29.—**

Ideal for when you are on the go: eco-friendly insulated drinking bottle which, thanks to the double-walled vacuum insulation, keeps beverages hot or cold for several hours. Made of stainless steel.

- Keeps beverages cold for up to 20 hours and hot up to 10 hours
- Preserves the flavour and freshness of your drink
- BPA free
- Capacity: 500 ml

► **Important:** Do not put the bottle in the dishwasher!

# For the youngest Rega fans

**NEW**



#### The playset comprises:

- 1 Rega base
- 1 helicopter
- 1 ambulance jet
- 4 figures
- 1 landing pad
- 1 windsock
- 1 antenna
- 1 flashing alarm light, batteries (2 x AAA) not included
- 1 fire extinguisher with 1 spanner incl. 1 mounting device
- 1 workshop table
- 1 mechanic creeper
- 1 desk
- 1 chair
- Material: wood (parts of the hangar are made of plastic)
- Dimensions: 67 x 23 x 31 cm (L x W x H)

#### 15 Rega operational base playset 129.—

Time passes quickly when playing with the wooden Rega base: an emergency call comes in and the flight coordinators immediately start organising the rescue mission. The helicopter flies to the accident site and from there to the hospital. The ambulance jet crew are on their way to another country to bring patients back to Switzerland. The mechanic also has plenty to do in the hangar. Suitable for children aged 3+ years. The playset complies with European toy standards.

#### Online Shop

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

[www.rega.ch/shop](http://www.rega.ch/shop)

#### 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.
- Articles can be returned within 7 days.
- A charge of CHF 8.80 is made per order to cover postage and packaging costs within Switzerland.
- Delivery abroad (Europe): against advance payment only. A charge of EUR 30.- (CHF 30.-) will be made per order to cover postage and packaging costs. Any import charges (VAT, customs duty, etc.) are levied in accordance with the regulations of the destination country and are payable by the recipient.

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 by air to people in distress 365 days a year.



**You can order Rega Shop articles through our online shop at [www.rega.ch/shop](http://www.rega.ch/shop) or by completing the order form and sending it in a stamped envelope to: Rega Shop, Bolligenstrasse 82, CH-3006 Bern.**

Sender (please complete in block letters)

Ms  Mr

Family name \_\_\_\_\_

First name \_\_\_\_\_

Street/No. \_\_\_\_\_

Area code/Town \_\_\_\_\_

Tel. \_\_\_\_\_

Patron no. \_\_\_\_\_

Signature \_\_\_\_\_

**Thank you for your order.**



# For the youngest Rega fans



## 16 Helicopter and jet soft toy 15.— each

Rega toy for young children to play with and cuddle. The rescue helicopter is 14 cm and the ambulance jet 9 cm high; both are 24 cm long.

## CLASSIC

## 17 Globi storybook 25.—

“Globi bei der Rettungsflugwacht” storybook, 99 pages (only available in German).

## 18 Globi colouring book 5.—

Colouring book, 6 pictures to colour in. 23×16 cm.

## 19 Teddy bear 35.—

The enterprising Rega teddy bear loves going on discovery trips with young pilots. With his removable helmet and work gear, he is well-equipped to take every adventure in his stride and is never too tired to play. 30 cm high.

## 20 Leather slippers for babies and toddlers 39.—

These slippers, made of eco-friendly, non-toxic leather, protect little feet. A flexible elasticated band keeps the slippers on the foot. The suede sole prevents slipping on smooth surfaces. Rega slippers are made at a Swiss institution by people with disabilities.

# Order Form

Please write your name and address clearly on the front of this card, detach and send in a stamped envelope.



| No. | Article                          | Price (CHF) | Amount | Ref.  |
|-----|----------------------------------|-------------|--------|-------|
| 1   | Capcool                          | 39.—        | _____  | 30050 |
| 2   | Cooling sports towel             | 15.—        | _____  | 30057 |
| 3   | Duffel bag                       | 59.—        | _____  | 90093 |
| 4   | AgustaWestland Da Vinci          | 29.—        | _____  | 50024 |
| 5   | Challenger 650                   | 29.—        | _____  | 50020 |
| 6   | Airbus Helicopters H145          | 29.—        | _____  | 50018 |
| 7   | Victorinox “Traveller” multitool | 115.—       | _____  | 90082 |
| 8   | Sunglasses                       | 119.—       | _____  | 90087 |
| 9   | Outdoor first aid kit            | 89.—        | _____  | 90080 |
| 10  | Picnic blanket/Cool bag          | 49.—        | _____  | 90088 |
| 11  | Lunchbox                         | 35.—        | _____  | 90089 |
| 12  | Shoulder bag                     | 39.—        | _____  | 90085 |
| 13  | City backpack                    | 49.—        | _____  | 90084 |
| 14  | Insulated drinking bottle        | 29.—        | _____  | 90091 |

| No.                               | Article                                  | Price (CHF) | Amount | Ref.  |
|-----------------------------------|--|-------------|--------|-------|
| <b>For the youngest Rega fans</b> |  |             |        |       |
| 15                                | Rega operational base playset            | 129.—       | _____  | 40050 |
| 16                                | Helicopter soft toy                      | 15.—        | _____  | 50004 |
|                                   | Jet soft toy                             | 15.—        | _____  | 50022 |
| 17                                | Globi storybook, in German               | 25.—        | _____  | 40040 |
| 18                                | Globi colouring book, 6 pictures         | 5.—         | _____  | 40038 |
| 19                                | Teddy bear                               | 35.—        | _____  | 40037 |
| 20                                | Leather slippers for babies and toddlers |             |        |       |
|                                   | Size 17–18, 6–12 months                  | 39.—        | _____  | 40047 |
|                                   | Size 19–20, 12–18 months                 | 39.—        | _____  | 40048 |
|                                   | Size 21–22, 18–24 months                 | 39.—        | _____  | 40049 |

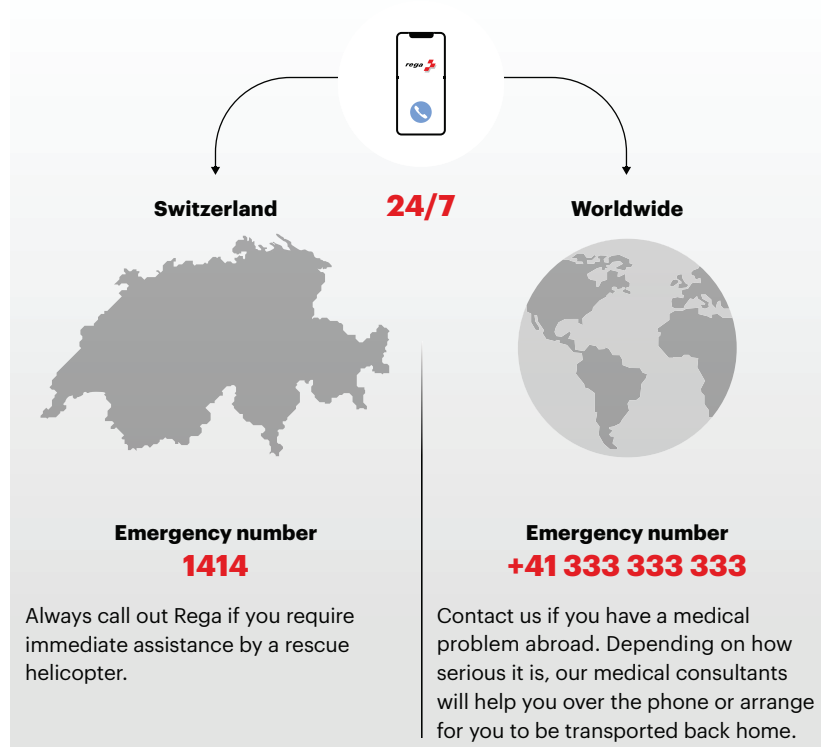
### Practical for the summer, see [www.rega.ch/shop](http://www.rega.ch/shop)

|                   |      |       |       |
|-------------------|------|-------|-------|
| Daypack           | 79.— | _____ | 90076 |
| Silk sleeping bag | 85.— | _____ | 30051 |

# Always there for you!

**Do you need medical assistance in Switzerland or abroad? Rega's Operations Centre is there for you – around the clock.**

## How to call out Rega:



## Rega helps wherever it can

In an emergency, do not hesitate to alert Rega direct by calling the emergency number or via the Rega app for smartphones. Our flight coordinators know what to do in an emergency and will take the necessary measures. Not just in Switzerland, but worldwide.

► **Further information** can be found at [www.rega.ch/raising-the-alarm](http://www.rega.ch/raising-the-alarm)

### Emergency numbers

Emergency number, Switzerland **1414**  
 Emergency number, abroad **+41 333 333 333**

### Patronage Centre

Changes to patronage [www.rega.ch/admin](http://www.rega.ch/admin)  
 Tel. Switzerland **0844 834 844**  
 Tel. international **+41 44 654 32 22**  
 Monday – Friday **8.00 am – 5.00 pm**

### Rega Newsletter

[www.rega.ch/newsletter](http://www.rega.ch/newsletter)

### Rega Shop

Website [www.rega.ch/shop](http://www.rega.ch/shop)  
 Tel. Switzerland **0848 514 514**  
 Tel. international **+41 848 514 514**

### General information

Website [www.rega.ch](http://www.rega.ch)