

Encounters Upside down in the steep rock face How the crew from the Lausanne base rescue a man from a precarious situation after a fall on a via ferrata. **8**

Horizons Rega's role in the healthcare system Michael Jordi, Secretary-General of the Swiss Conference of the Cantonal Ministers of Public Health (GDK), on the collaboration between the GDK and Rega. **22**



First flight

Emilio is born prematurely in South Tyrol and is flown to Switzerland in a transport incubator. **24**



One hundred times 1414: all the cover pages of Rega's "1414" magazine that have been published since 1977.

“Many thanks for your support”

Dear Reader

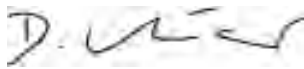


You are holding in your hands the 100th issue of the Rega magazine, “1414”. The fact that I, as the new editor-in-chief, can present it to you myself fills me with great pride. Because with its “1414” magazine, Rega has succeeded over the past decades in building up and fostering what is in many cases a long-standing relationship with you, our patrons.

Time and again, the magazine has given us the opportunity to report on Rega and its work – “so that you know what we do”, as my predecessor aptly put it in an earlier editorial. After all, helping more than 14,000 people in distress every year would not be possible without your continued support for our organisation. For this, I would like to express my sincere thanks on behalf of all our employees!

In our 100th issue, we take you on an impressive rescue mission to the Val-de-Travers and also look at how a helicopter actually flies. We accompany the Rega jet on a mission abroad: baby Emilio was born prematurely and is flown back home from Bolzano in a transport incubator, under the professional care of our medical team. On page 22, you can read an interview with Michael Jordi, Secretary-General of the Swiss Conference of the Cantonal Ministers of Public Health, who talks about Rega’s role in the healthcare system.

I wish you an exciting and entertaining read, as well as a sunny and accident-free summer.



David Müller, Editor-in-Chief



8

On the approach flight to a demanding mission on a via ferrata



24

Premature baby Emilio is well looked after on his flight home in the ambulance jet

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Rega's in-house instructors regularly provide the crews with further training

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.

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

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Take off into the world of Rega.

Encounters

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Take off

In brief

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How Rega can help you abroad

The summer holidays are just around the corner. Despite good preparation, you can still become ill or injured while you are abroad. If you have a medical problem abroad, you can get help around the clock by calling the emergency number +41 333 333. Contact us if you require medical advice or if treatment is inadequate or not available at all. The flight coordinators can help with

- serious injuries
- acute illnesses or the deterioration of an existing medical condition
- the choice of a suitable clinic
- language difficulties (translating diagnoses, contact between doctors)
- issues relating to medication (e.g. substitutes)
- organising the entire repatriation to the destination hospital.

In many cases, we can help you over the phone. Or we will arrange for you to fly home in the Rega jet or on board a scheduled aircraft professionally cared for by a member of Rega's medical staff.

► Further information at www.rega.ch/repatriation

Single-type fleet: 21 new rescue helicopters for Switzerland



Between 2024 and 2026, Rega plans to modernise its entire helicopter fleet and is purchasing 21 rescue helicopters in the five-blade version of the H145 manufactured by Airbus Helicopters. The high performance, twin-engine rescue helicopter is suitable not only for missions in high mountain regions, but with its spacious cabin also for special intensive care transports. The new rescue helicopters will replace the current H145 fleet and the AgustaWestland Da Vinci helicopters, which were purchased in 2009. With this decision in favour of the H145, Rega is opting for a single-type fleet – the same helicopter type will be operated at all the Rega bases throughout Switzerland. This simplifies servicing and maintenance, and also saves money in terms of the procurement and management of spare parts. It allows synergies to be better utilised and reduces crew training time and expenditure. Rega is thus ensuring that it can continue to provide medical assistance by air over the next 15 years, too.



Rega helped more patients than ever before

Last year, Swiss Air-Rescue Rega came to the aid of more patients than ever before in its 70-year-old history: over 14,000 people in distress, at home and abroad, received professional medical assistance by air. That corresponds to an average of 39 patients per day. Both Rega's helicopters and its jet crews were in the air more frequently than ever. The mission figures for 2022 reflect, among other things, the fine weather and the leisure activities of the Swiss population.

New patron portal: update your data yourself whenever you want



Would you like to notify us of a change of address or check if your patronage contribution has been paid? Has there been a new addition to your family and you want to register your child for free? You can do all this quickly and easily on our new online patron portal. Here it is possible to amend and update your data yourself at any time.

► Register at www.rega.ch/login



Pocket hiking umbrella

This handy, red pocket umbrella with its automatic open/close function is ideal for when you are out and about. It is lightweight, very robust and made of state-of-the-art materials.

- Dimensions: diameter 98 cm (closed 29 cm)
- Weight: 350 g
- CHF 49.—

► Order via the Rega Shop from page 33 or at www.rega.ch/shop

Numbers in this issue

100km/h

is the speed that can be produced by the downwash of a helicopter.

20

helicopter mechanics work at Rega.

10000

hours of training is completed by jet pilots per year in total.

Hanging upside down in the rock face

8

The Rega crew from the Lausanne base rescue a patient whose life is literally hanging by a thread after a fall from the via ferrata. Suspended upside down above a precipice, he is able to alert Rega via the app.





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patients were rescued by Rega last year after accidents on via ferratas.

Yves Apothéloz is a sprightly pensioner from the canton of Neuchâtel. The ski instructor has already climbed around 20 via ferratas. On this glorious summer day, he decides to explore the via ferrata in Noiraigue. He packs his climbing harness and helmet and checks the length of the ropes. The 81-year-old has packed his mobile phone with the Rega app installed on it in his cross-body bag. Besides his climbing gear, he is wearing a very special T-shirt on this day: his son, who died in the mountain eight years ago, had brought it for him from Peru.

Climbing harness slips down to his ankles

The via ferrata is 550 metres high and offers a magnificent view of the Val-de-Travers. But at the last obstacle before the finish, the excursion takes an abrupt turn: Yves Apothéloz’s climbing harness slips from his waist down to his ankles. When he tries to pull it back up, he loses his footing and falls into the rope. “Fortunately, the climbing harness withstood the strain, but now it was wrapped just around my ankles, leaving me hanging by my feet from the end of a rope in the rock face,” he recalls. Suspended upside down above the precipice and



dazed from the fall, Yves Apothéloz nevertheless manages to take his phone out of his small cross-body bag. He alerts Rega using the Rega app, which automatically transmits his location to the Rega Operations Centre.

Operations Centre mobilises a rescue helicopter

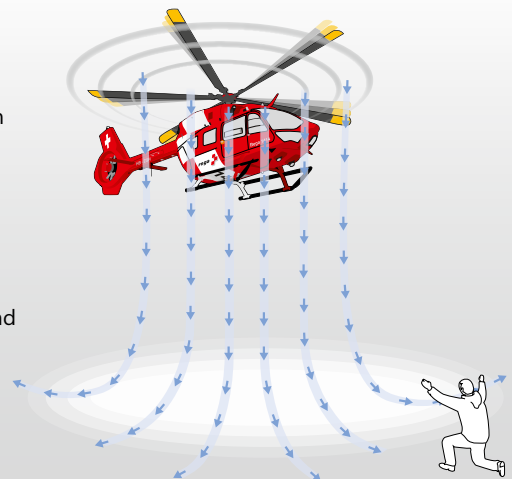
“When I tried to put the phone back in the bag, it slipped out of my hand and fell down over the rocks,” says Yves Apothéloz. Fortunately,

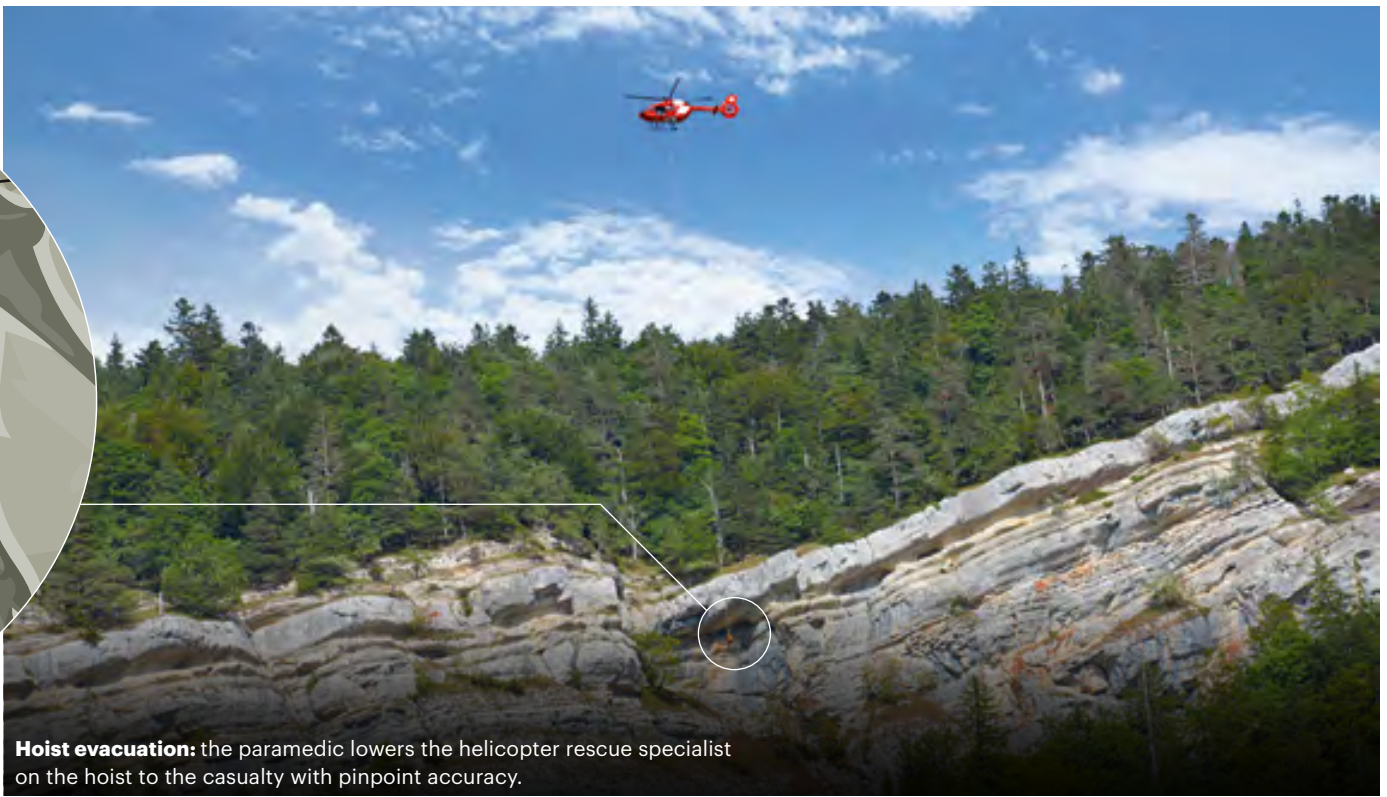
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K What exactly is downwash?

In order for a helicopter to be able to fly at all, the helicopter’s main rotor must deflect a large mass of air in a downward direction. This effect is known as “downwash”. The strong airflow can reach speeds of up to 100 km/h and is particularly intense during hovering. The crews must always take the downwash into account during a rescue mission, because in certain situations it can pose a danger for patients, crews, and third parties.

For example, in the vicinity of houses, lightweight or unattached objects such as sunshades, garden furniture, etc. can be blown away. Also problematic are situations where unsecured persons in exposed terrain could be thrown off balance by the flow of air. To limit the impact of the downwash, the Rega crew adjust the flight path and during a hoist evacuation maintain as much distance as possible between the helicopter in the air and the rescuers and patients on the ground.





Hoist evacuation: the paramedic lowers the helicopter rescue specialist on the hoist to the casualty with pinpoint accuracy.

after the brief contact, the Operations Centre had already called out the crew from the Rega base in Lausanne. Gaby Wild, the flight coordinator at the Operations Centre at the Rega Centre, explains: “If it’s clear that a person is in distress and needs help and we know the location, we immediately dispatch the nearest rescue helicopter.”

In view of the adverse terrain in the region where Yves Apothéloz is located, Gaby Wild also mobilises a helicopter rescue specialist

from the Swiss Alpine Club SAC. These rescuers are mainly used in impassable terrain and are responsible for ensuring the safety of both the patient and the emergency flight physician.

No longer in contact with the patient

While she organises the rescue mission, Gaby Wild tries several times to contact Yves Apothéloz. As she cannot establish a connection, she assumes that he has lost consciousness. And so a race against time begins. Meanwhile, Yves Apothéloz, who is hanging alone in the rock face, is becoming increasingly afraid. “I was very anxious. It was a huge relief when I heard the helicopter,” he says. Gaby Wild has already sent the location coordinates transmitted via the app directly to the cockpit of the Lausanne rescue helicopter, which enable the crew to quickly find the accident site. There it immediately becomes clear that Yves Apothéloz is in an extremely precarious situation: if the helicopter flies too close, there is a danger that the downwash will cause the casualty, who is dangling by his ankles, to swing back and forth and his feet could slip out of the rope loop. In addition, Yves Apothéloz is under a rock overhang, which means that it is impossible to rescue him directly with the rescue hoist. The crew therefore decide to ▶

The crews must always take the downwash of the helicopter into account during a rescue, because it can pose a danger for patients, crews, and third parties.

K The rescue hoist

The rescue hoist is used whenever the helicopter is not able to land near the casualty. This modern, high-tech equipment with a cable that can be accurately paid out to a length of up to 90 metres is designed to carry two persons. The paramedic also assumes the function of hoist operator. At the open side door, they use a remote control device to control the rescue hoist, on which the emergency flight physician or the helicopter rescue specialist is lowered to the patient. The hoist operator is in contact with the pilot via the on-board intercom. This manoeuvre is very challenging, so it needs to be regularly practised.



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Visit to the Rega base in Lausanne: paramedic Karim Hamdi and the two SAC mountain rescuers, Nicolas Rouge and Yann Seidel, answer Yves Apothéloz's questions about his rescue.

set down helicopter rescue specialist Nicolas Rouge on the via ferrata around 20 metres to the north. Paramedic Karim Hamdi operates the rescue hoist and lowers the rescue specialist to the ground with pinpoint accuracy. This requires the utmost precision, because the pilot can see neither Nicolas Rouge nor the set-down point directly underneath the helicopter. He has to rely completely on Karim Hamdi's directional instructions.

Additional support requested

After the helicopter rescue specialist has been set down on the via ferrata, he calls out to Yves Apothéloz to hold out. As soon as he has reached him, Nicolas Rouge secures him around his hips with the rescue triangle and is thus able to pull him up to a sitting position. "Having someone with me was very reassuring," says Yves Apothéloz. Nicolas Rouge realises, however, that he needs assistance to rappel the casualty down to the ground and informs Karim Hamdi over the radio. The Rega crew therefore request the Operations Centre to call out an additional helicopter rescue specialist. Because the Lausanne crew want to

stay close to Yves Apothéloz so that they can intervene immediately if his state of health deteriorates, the flight coordinator requests a second rescue helicopter. She knows that the Rega crew from the Berne base have just completed a mission in Lausanne and instructs the Berne crew to pick up Yann Seidel, a second helicopter rescue specialist, and fly him to the accident site.

Rescue with the rescue hoist

After Yann Seidel has been set down by the via ferrata and has rappelled down to the two men underneath the overhang, the rescue specialists lower the casualty on the rope around ten metres to an open area where the rescue hoist can be used. From here, the crew evacuate Yves Apothéloz on the rescue hoist, after which he is attended to by the emergency flight physician. "The moment we flew off the rock face was absolutely fantastic," recalls Yves Apothéloz. He and everyone involved will remember this mission and how Yves Apothéloz's life hung by the proverbial thread for a long time to come.

David Suchet

24h Rega

Sylvan Reichlin, 43, helicopter mechanic

He knows every nut and bolt on the helicopters, trains young people to qualify as aircraft mechanics and performs check flights together with the Rega works pilot. Sylvan Reichlin has found his dream job.

Sylvan Reichlin is a licensed helicopter aircraft mechanic and is responsible for training up-and-coming mechanics at Rega. He has been working here for 17 years and is familiar with all the aspects of the demanding training to become a helicopter aircraft mechanic. Before joining Rega, these specialists have already completed a four-year apprenticeship, for example as a poly- or machinery mechanic. This is followed by three years of specialist training as a helicopter mechanic, which can be completed at Rega. The so-called "type rating" takes another year. This procedure qualifies the mechanics to work on a specific helicopter type, such as the Airbus Helicopters H145 that is operated by Rega. Besides his daily work on the helicopters, Sylvan Reichlin also looks after the trainees and is the first point of contact for questions or problems. "For the first two months, the trainees work closely with me. After that, they are involved in the day-to-day work and this way also learn from the other 20 mechanics at the maintenance facility," explains the 43-year-old. Sylvan Reichlin loves his job. "I like doing a variety of activities and working



with my hands. My job entails both", he says.

On some days, Sylvan Reichlin assumes the function of a "normal" helicopter mechanic, on others that of a supervisor. In the latter role, he is responsible for the entire maintenance process when a helicopter comes to the Rega Centre for servicing. "In this capacity, I, for example, check the worksheets and the material needed for the maintenance of the helicopter. In addition, I assign the various tasks for the day or the

week to my colleagues." Two other special tasks make Sylvan Reichlin's daily work particularly interesting: first, he is a balancing specialist and therefore has the competence to balance the helicopter, and second, he is qualified to check the rescue hoist with a weight attached. Once the maintenance work has been completed, he accompanies the Rega works pilot on the technical check flight. "During this flight, we check and adjust all the systems, including the rescue hoist. For this test, I take on the role of hoist operator and during the flight I stand on the skids of the rescue helicopter, firmly secured at the open door – a fantastic experience."

Karin Zahner



The team at the **maintenance facility** ensure that the Rega fleet is ready for action around the clock.

Read more on page 14 ►

“I can work on helicopters, accompany check flights and also train young people.”



07:00

14



▲ Early morning start: Sylvan Reichlin completes the final work on the tail rotor of the AgustaWestland Da Vinci.

◀ Sylvan Reichlin is a balancing specialist: he evaluates the computer analysis to determine how many grams he has to add to the blade bolts in order to reduce the vibration levels in the helicopter to a minimum.

08:35

► Passing on knowledge is part of his daily work: Sylvan Reichlin explains the hydraulics and function of the Da Vinci's retractable landing gear to trainee Luca Kopp.



10:15



◀ The cockpit window needs to be replaced due to hairline cracks. When the sunlight hits these fine cracks, it reduces the pilot's vision.

▶ Sylvan Reichlin and Luca Kopp use a laptop to evaluate various data – such as engine data or rotor speed.



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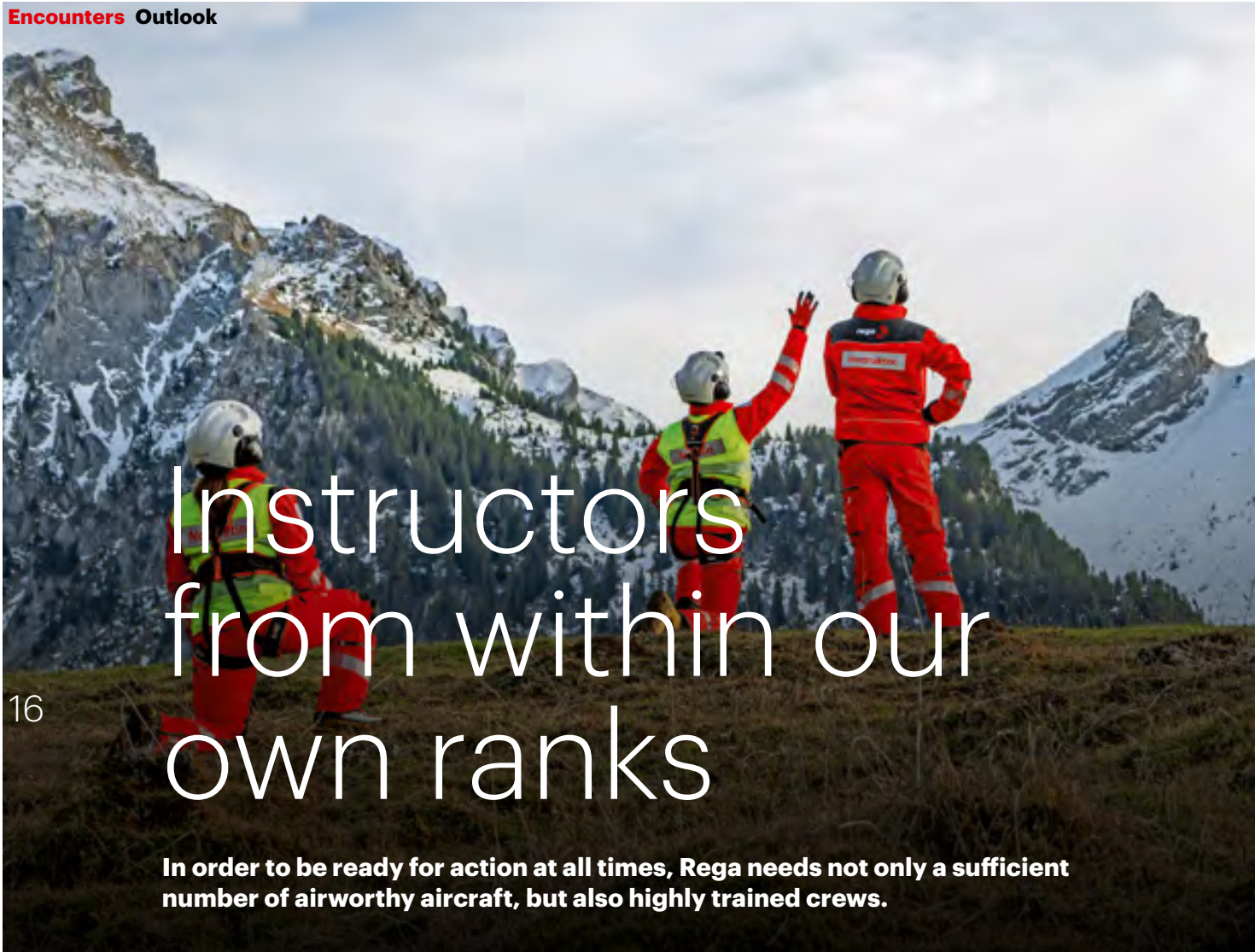


▲ A check flight is performed to make sure that after undergoing maintenance, the Rega rescue helicopter is operating smoothly again.

◀ As a handball goalie, Sylvan Reichlin fends off many a ball.



Further information at:
www.rega.ch/video



16

Instructors from within our own ranks

In order to be ready for action at all times, Rega needs not only a sufficient number of airworthy aircraft, but also highly trained crews.

2.5

months is how long it takes to complete the in-house basic training for paramedics.

Rega crews regularly practise their professional skills to ensure that on a mission every movement is perfectly executed and that patients receive the best possible care at all times. The training requirements in the fields of aviation and medicine are high, for the work performed by all the crew members is subject to numerous rules and regulations. Patient care is governed by medical standards and legal requirements. The operational procedures are regulated by the European Union Aviation Safety Agency (EASA) or the Federal Office of Civil Aviation (FOCA). In addition, Rega itself attaches great importance to an in-depth introduction to the job for new employees, as well as to top-quality basic and further training. The in-house instructors play a key role in this regard.



Training for emergency flight physicians

When helicopter emergency flight physicians start work at Rega, they generally possess at least a specialist qualification (Facharzt) in anaesthesia or intensive care medicine and have extensive work experience in a hospital. The task of the in-house instructors – who are also doctors themselves – is to prepare the new emergency flight physicians for the specific requirements of Rega missions. This includes knowing how to behave in and around a rescue helicopter, as well as specialised knowledge on how to care for patients in open terrain – where Rega emergency flight physicians are often on their own with the patient and exposed to adverse weather. Within the framework of a standardised basic training programme, over

the course of a week, the new emergency flight physicians train procedures and behaviour together with experienced instructors – and also with pilots and paramedics, as teamwork is a decisive factor when it comes to providing patients with the best possible care. After this basic training, the new emergency flight physicians are accompanied by an instructor on their first missions.



Check weeks for paramedics

Paramedics join Rega as trained professionals with experience in ground-based rescue services. They first complete a two-and-a-half-month training programme, in which they are prepared for Rega-specific requirements. They assist the pilot with navigation, help the emergency flight physician to attend to the patient, and operate the rescue hoist. In order for all Rega crew members throughout Switzerland to be able to work together, standard operating procedures play a key role. They enable the crew members to all work according to the same predefined procedures. The paramedics practise such standard procedures during regular “check weeks” at the Rega training base in Grenchen (Canton Solothurn) or at the Rega bases, together with other occupational groups and with rescue specialists from the Swiss Alpine Club SAC.



Operational training to become a Rega helicopter pilot

Experienced helicopter pilots who come to work for Rega first complete a training unit for a so-called type rating, which qualifies them to operate a specific helicopter type. The operational introduction to the rescue activities of a helicopter pilot takes place after completing a comprehensive training programme, accompanied by experienced flight instructors. This

also includes various types of missions – such as missions with the rescue hoist, cable car evacuations, a search for missing persons or the use of night vision goggles. Emergency procedures are practised regularly and in an environmentally friendly manner in Rega’s own flight simulator, which replicates real-life rescue missions.



Jet training programme

Rega’s jet crews fly patients from all over the world back home to Switzerland. The repatriation process is often complex, with each crew member performing very specific tasks. Therefore, here too, regular training is essential. New intensive care nurses and flight physicians attend an introductory course at the Rega Centre, which lasts several days and is led by work colleagues. Subsequently, they complete at least two missions with the ambulance jet accompanied by an instructor. The basic training programme focuses on the specific requirements posed by Rega missions. For even if the new crew members are proven specialists in their field, they first need to familiarise themselves with how to care for patients in the ambulance jet.



Training as an ongoing process

Faced with ever growing demands, new processes and methods, and state-of-the-art helicopters and equipment, ongoing training also plays an important role. This takes the form of, for instance, medical simulation training. In addition, on both helicopter and jet missions, line or standard checks are carried out. A cockpit crew is accompanied by the “check pilot”, who observes the crew members and verifies that all the procedures are being followed precisely.

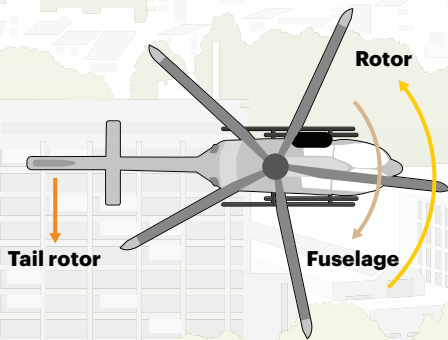
Mathias Gehrig

How a Rega helicopter flies

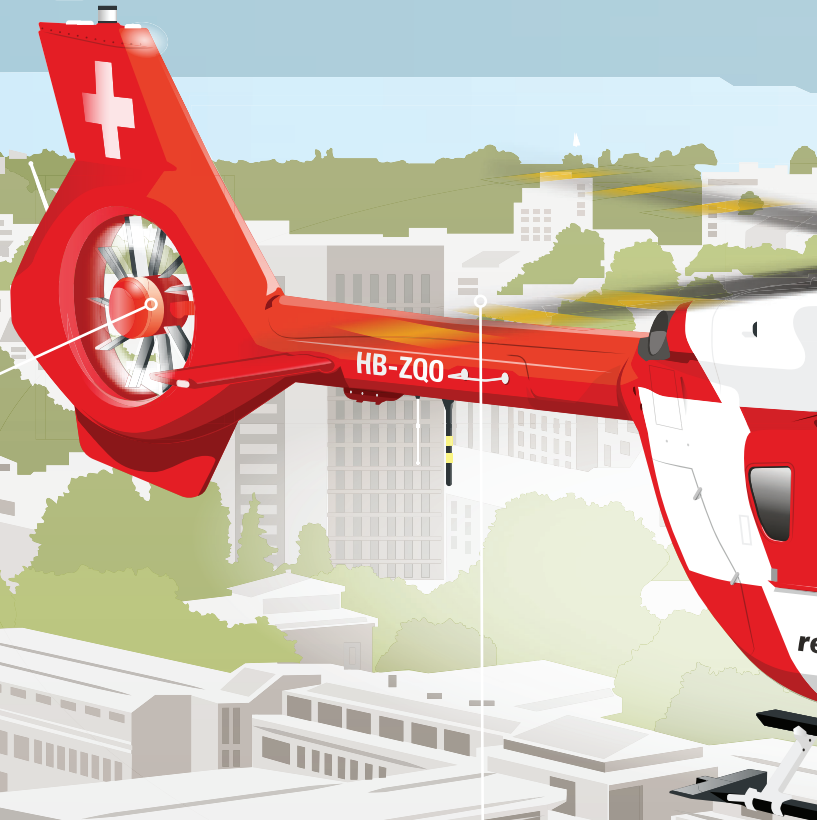
They can move laterally in any direction, rotate 360 degrees, and even hover on the spot: helicopters give our crews the greatest possible flexibility on their missions, whether intensive care medical transports in the lowlands or demanding missions with the rescue hoist in the mountains. But how does a helicopter actually fly?

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The tail rotor (fenestron)

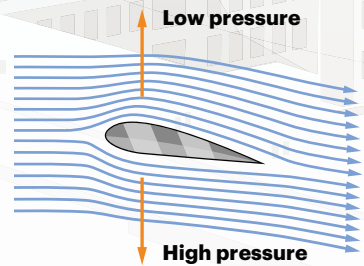


The main rotor rotates anticlockwise. If this movement – or torque – is not counteracted by the tail rotor, the fuselage of the helicopter would spin in the opposite direction around its own axis. The tail rotor of the H145 is a so-called fenestron, whereby it is integrated within the tail boom. This has several advantages: it reduces the noise, and both persons in the close vicinity and the tail rotor itself are better shielded from collision damage.



The main rotor

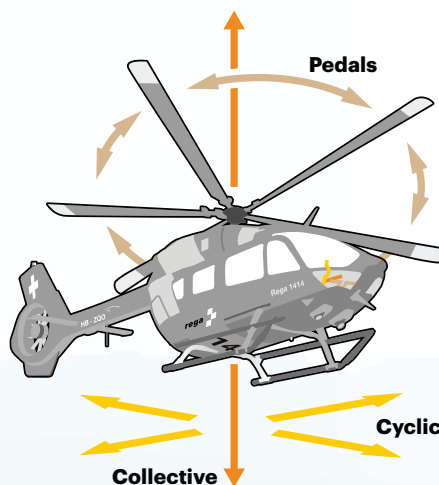
The air flowing over the spinning blades of the main rotor creates low pressure (above) and high pressure (below) them. When the pilot increases the angle of attack of the rotor blades, the low pressure and high pressure increase and the helicopter lifts off. By altering the pitch of each blade, the pilot can tilt the rotor on all sides. This causes the helicopter to fly forward, backward or sideways.



The engine

The energy and thrust generated by the engine as a result of the combustion of fuel is converted into rotational energy by a turboshaft in the engine and delivered to the gearbox assembly of the main rotor – making the rotor blades rotate. Rega's H145 rescue helicopter has two engines, each with 894 hp. This increases safety: if one engine fails, the helicopter can still fly.

The helicopter controls



Fundamentally, the pilot has three control options: two pitch controls (cyclic and collective) and the anti-torque foot pedals. When the helicopter is in the air, the pilot tilts the main rotor forward at an angle using the cyclic. This causes the air to flow not only downward but also backward, making the helicopter move forward. At the same time, the pilot operates the collective with their left hand and the pedals with their feet. In addition, they need to constantly keep an eye on the cockpit instruments and the surrounding area during the flight.

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● Foot pedals

If the pilot depresses one of the two pedals, the helicopter rotates around either its left or its right vertical axis.

● Cyclic

The cyclic pitch control tilts the main rotor so that the helicopter flies forward, backward or sideways.



● Collective

The pilot uses the collective pitch control to make the helicopter climb or descend vertically.

In the Rega cockpit

Ultramodern glass cockpit

Rega's Airbus H145 helicopter features a state-of-the-art glass cockpit: all the key data for the pilot and the paramedic is clearly displayed on three large screens.

Important support for the pilot

The paramedic sits next to the pilot during the flight and assists with navigating, identifying obstacles and talking to operation partners over the radio.



PILOTENPRAKTIKUM MIT 10 FLUGSTUNDEN

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Opinion



Ernst Kohler

“Cantonal borders should not play a role in the field of air rescue.”

21

In Switzerland, the 26 cantons are responsible for primary medical care and emergency rescue services. For this, among other things, they operate their own ambulance emergency call centres and contribute towards the costs of ground-based rescue services and hospitals.

However, the situation is rather different when it comes to air rescue: as a privately run, non-profit foundation, Rega, together with its partners, provides primary medical care by air throughout Switzerland without receiving a single cent of subsidy from the cantons or the Confederation. Rega is financed by its more than 3.6 million patrons.

Not every canton needs its own helicopter base in order for a nationwide air rescue service to exist. Our countrywide network of 14 helicopter bases – and, on days with an increased number of missions, additional rescue helicopters – is not governed by cantonal borders, but by the topography. It is structured in such a way that we can reach any location in Switzerland within 15 minutes’ flying time. Irrelevant of on which cantonal territory a person has suffered an accident: when Rega receives an emergency call, the flight coordinators assess the situation from a “bird’s eye view” and, taking into account all the ongoing air rescue missions, mobilise the nearest suitable crew – including rescue helicopters from other providers. We

believe that cantonal borders should not play a role in the coordination of air rescue. After all, patients should be able to rely on receiving the fastest possible assistance in an emergency wherever they are – and not just the second or third best solution because of the limitations set by cantonal borders.

In practice, however, it is unfortunately often the case that cantonal borders nevertheless come into play. The reasoning behind this: those who are responsible should also be able to decide themselves how to proceed.

However, the varying cantonal regulations and practices make it difficult for Rega, which is active countrywide, to fulfil its task – a task that it performs for the benefit of the Swiss population without incurring any costs for the cantons. In other words, if Rega were to cease to exist tomorrow, the cantons would have to organise and finance primary medical care by air themselves.


The cantons are not indebted to us because of this. Rega has been fulfilling its task for more than 70 years with a great deal of pride, commitment and professionalism. I only wish that the cantons did not take Rega for granted and supported us better. For example, with a supra-cantonal regulation stipulating how air rescue should be centrally coordinated. For the benefit of the patients and the more than 3.6 million Rega patrons in this country.

Patients should be able to rely on receiving the fastest possible assistance in an emergency wherever they are.



Ernst Kohler

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

A photograph of Michael Jordi, Secretary-General of the Swiss Conference of the Cantonal Ministers of Public Health (GDK), standing on a grand staircase. He is wearing a blue button-down shirt and light-colored trousers, with his hands on his hips. The staircase has a dark metal railing and a wooden handrail. The background shows a stone wall and a window with a stained glass design.

“Rega plays a central role in healthcare”

Michael Jordi, Secretary-General of the Swiss Conference of the Cantonal Ministers of Public Health (GDK), talks about the roles of the GDK and Rega in the healthcare system and the points of contact between the two organisations.

What is the task of the GDK?

Primary healthcare is the responsibility of the cantons. We promote cooperation between the cantons relating to health policy and act as a hub between the cantons, the Swiss Confederation and other players in the health sector, such as Rega. We also draw up statements and recommendations.

Can the GDK also issue binding guidelines?

Only in the area of highly specialised medicine (HSM). Here, for example, we stipulate which hospitals can treat seriously injured patients. In this way, we ensure that instead of 26 individual cantonal plans, the planning is implemented in a demand-oriented and coordinated manner for the whole of Switzerland.

Michael Jordi, 63

“The expansion of the LFN improves medical care.”

What role does Rega play in this strategy?

A very important one. Patients who are seriously injured or ill need to be flown to a central hospital for highly specialised treatment. Particularly with longer distances, the rescue helicopter is the fastest means of transport – weather permitting.

Is that why the GDK supports the expansion of the Low Flight Network (LFN), which allows helicopter flights even in poor visibility?

Yes. The expansion of instrument flight routes improves medical care in Switzerland, as patients can be flown from peripheral regions to central hospitals even in adverse weather conditions. We have supported the project at a political level. The

responsibility for expanding the network now lies with the Confederation, as the LFN has been officially classified as a “critical infrastructure”.

Do the GDK and Rega collaborate in other ways, too?

We worked well together during the pandemic. Rega was tasked with the nationwide coordination for available intensive care beds at the hospitals, and also repatriated many Covid patients or transferred them between hospitals in Switzerland. Rega is able to take on such tasks because it has the necessary equipment to perform intensive care transports and the appropriate specialist staff. It is also the only national emergency centre. Currently, the GDK and Rega work together when Switzerland takes in injured civilians from Ukraine.

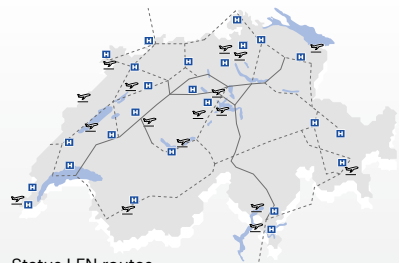
You have been working for the GDK for 22 years. How do you assess Rega’s importance within the healthcare system?

Rega plays a central role in rescue operations, but also as a provider of primary medicine by air. In addition, it enjoys enormous support among the Swiss population.

What would the situation be without Rega?

Rega currently covers large areas of Switzerland with its services. There are some exceptions – for example in Valais or in smaller regions. In this area of primary care, however, competition can only lead to restrictions. A major fragmentation of these services would result in greater regulation and increased costs, which is ultimately at the

K Rescue in all weathers



Status LFN routes:
— In operation - - - In preparation

For many years, Rega has been pursuing its vision of performing air rescues no matter what the weather. Together with the Swiss Air Force, the Federal Office of Civil Aviation (FOCA) and the Skyguide air navigation service, it has been working on expanding the Low Flight Network, a countrywide network of instrument flight routes linking airports, airfields, hospitals and Rega helicopter bases with each other. The helicopter flies by autopilot along a route stored in the on-board computer, rather like on a motorway – a considerable benefit in terms of safety.

► Further information can be found here: www.rega.ch/ifr

expense of the patients. The cantons would have to jointly seek new solutions for the intercantonal coordination of air rescue, which is currently provided in most of Switzerland by Rega. In place of the patronage system, we would have to look at financing these services through health insurance or taxes. After all, someone has to bear the costs.

Have you ever had to call on Rega for help?

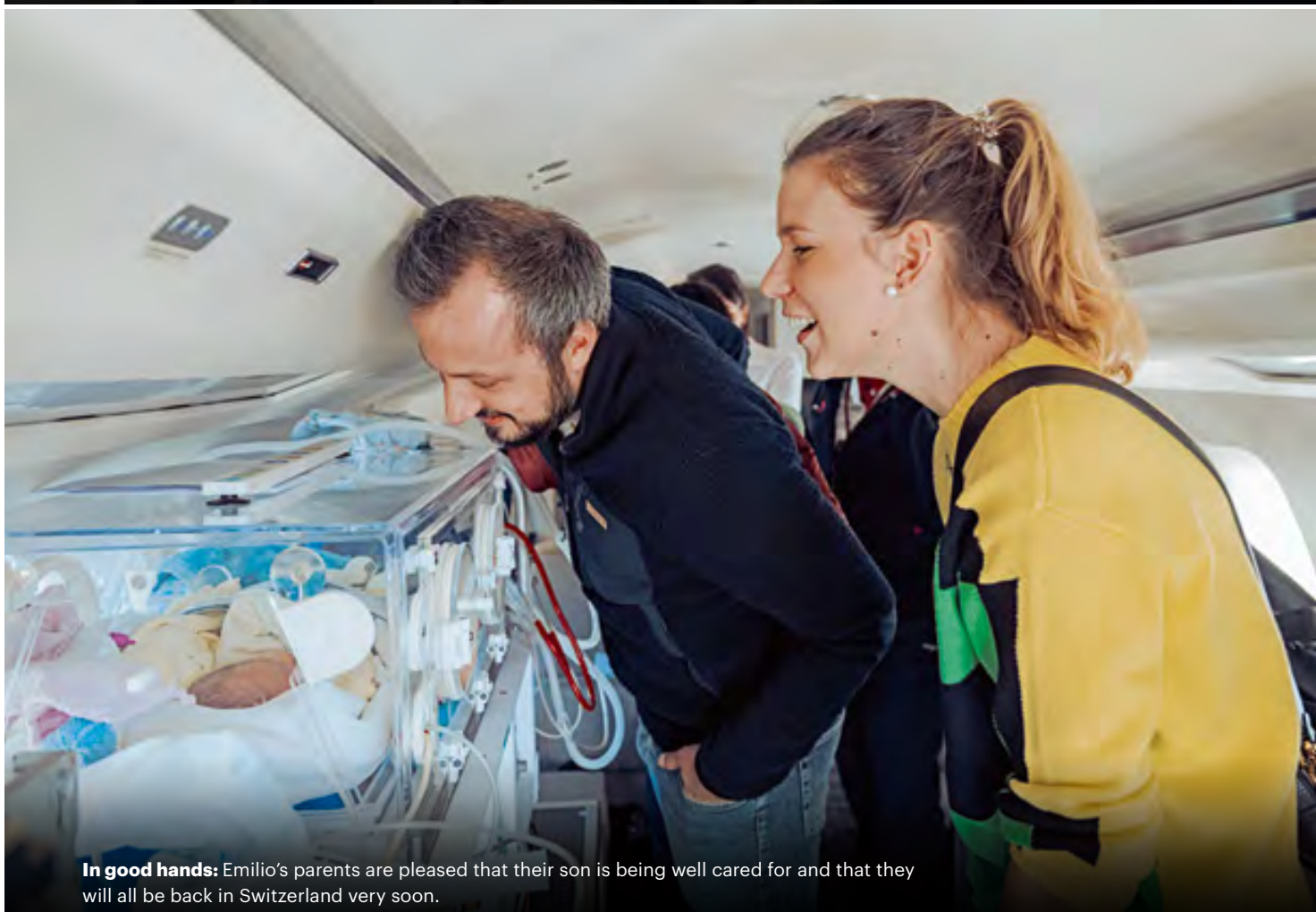
No, fortunately not. However, I did experience Rega at work when my father-in-law needed help after a spinal cord infarction. We were impressed: how quickly the crew arrived, how carefully they worked and by the quality of the medical equipment.

Karin Zahner



24

Transfer at the airport in Bolzano: the transport incubator carrying the tiny patient is prepared to be taken on board the ambulance jet.



In good hands: Emilio's parents are pleased that their son is being well cared for and that they will all be back in Switzerland very soon.

Emilio's first flight – earlier than planned

While on holiday in Alta Badia (Italy), pregnant Anna complains of sudden discomfort, then her condition deteriorates dramatically. The local doctors diagnose preeclampsia. Baby Emilio sees the light of day in the hospital in Bolzano after an emergency caesarean section in the 29th week of pregnancy. He weighs just over 1,400 grams.

Extensive clarifications at the Operations Centre

Just over five weeks later, the time has come: the little boy is strong enough to fly home in Rega's ambulance jet. Already early in the morning, the crew are preparing for this mission at the Rega Centre at Zurich Airport. Inside the ambulance jet, pilots Daniel Landert and Roland Oberholzer help intensive care nurse Erika Keller to secure the transport incubator. But the preparations for Emilio's repatriation had actually begun much earlier. For several weeks, the medical consultants



Erika Keller
53, intensive care nurse

“We always need to be prepared for something unforeseen to happen, when we have to react spontaneously.”

Only the runway lights shine out at Zurich Airport on this early Tuesday morning. But the hangar at the Rega Centre is already bustling with activity: the Rega jet crew is preparing for the mission for premature baby Emilio.

25

and flight coordinators at the Rega Operations Centre had been in contact with the attending doctors in Italy, as well as with Emilio's parents, in order to determine whether the tiny patient's state of health would allow him to be transported back home, and if so, when the return flight would be sensible.

Immediately after birth, Emilio would not have been ready for his first big journey across the Alps. The tissues in his tiny body and his organs would not have been able to cope with the stresses and strains of transportation. But with each day in the neonatal intensive care unit, he had grown increasingly stronger and was now finally fit enough to fly. ▶

Taking off for Bolzano

One hour before takeoff at Zurich Airport, the jet crew meet with the flight coordinator for a briefing. On this occasion, the crew is larger than usual. Dr Corinne Däster and Fiona Lercher from the neonatology department at Aarau Cantonal Hospital (KSA) are accompanying the Rega mission as additional specialists. The crew is briefed and the jet is ready for takeoff. In Italy, too, everyone is informed about the mission, and the Rega flight coordinator has organised ground transport from Bolzano Airport to and from the hospital. Now there is nothing standing in the way of departure.

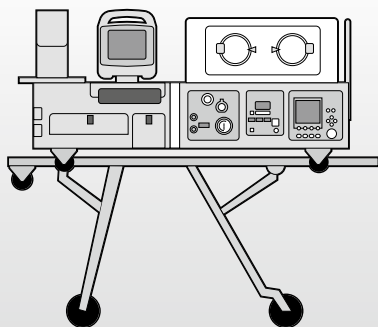
As the ambulance jet is pushed out of the hangar, the sun is rising in the sky above Zurich Airport. A short time later, the jet taxis onto the runway. Once in the air, intensive care nurse Erika Keller makes the final preparations on the transport incubator so that it is ready for the journey to the hospital in northern Italy. “Of course we prepare ourselves as well as

possible for a mission like this. But we also always need to be prepared for something unforeseen to happen, when we have to react spontaneously.”

Flight preparations: pilot Roland Oberholzer (left) and Chief Pilot Jet Daniel Landert (right) discuss the flight route to Bolzano.



K The tiniest patients receive optimal care

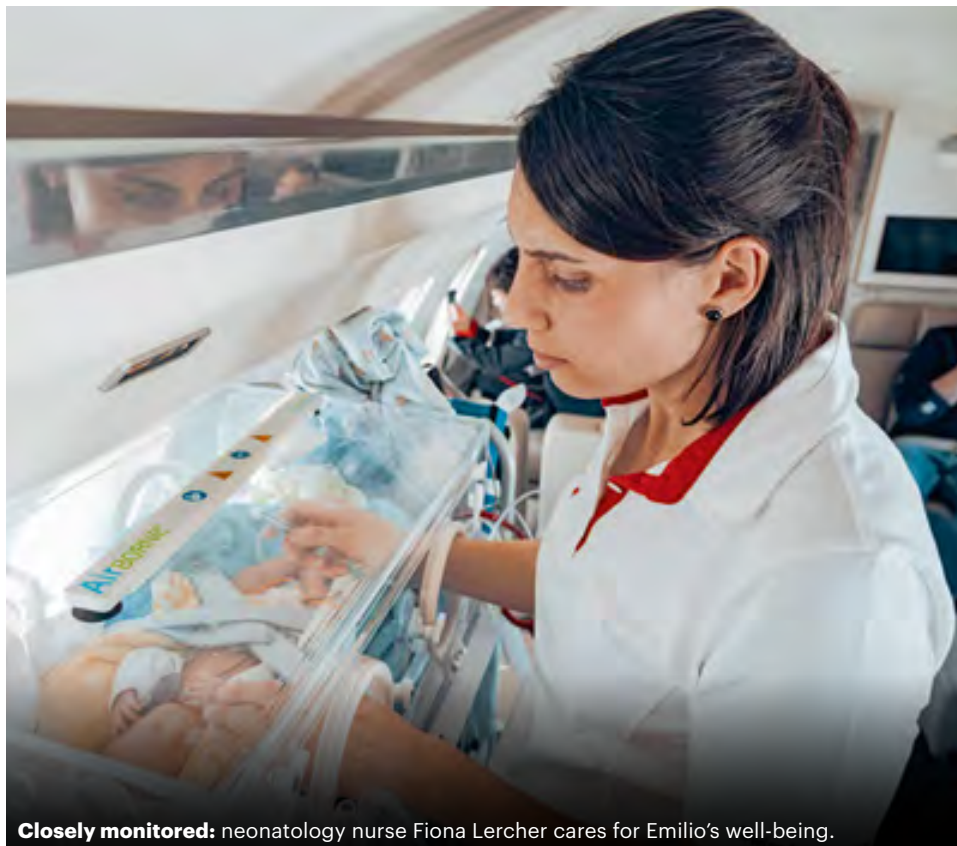


The mobile transport incubator can be used in all of Rega's aircraft, i.e. in both the ambulance jet and the rescue helicopter. As there are only a few such transport incubators in Switzerland, but also to increase existing capacities, Rega has invested in its own device and in a complex process had it certified for use on board the ambulance jets and rescue helicopters.

Handover at the neonatal intensive care unit
In Bolzano, the capital of South Tyrol, the ambulance is already waiting for the jet as it taxis towards it. The crew push the transport incubator down the ramp onto the tarmac and into the ambulance vehicle. The hospital, whose intensive care unit has been Emilio's temporary home for the last few weeks, is just a few minutes' drive away.

At the hospital, standing next to Emilio's cot, the Italian doctor in attendance once again summarises the first weeks of the premature baby's life: due to the prior clarifications by the Rega medical consultants, the Rega crew already know that the little boy had suffered a minor brain haemorrhage two days after he was born and shortly afterwards blood poisoning, too. On the day of his big journey, however, Emilio's condition is stable. He now weighs just over 2,000 grams and can even take in food himself.

Fiona Lercher gently places the young patient in the Rega transport incubator. The



Closely monitored: neonatology nurse Fiona Lercher cares for Emilio's well-being.

incubator is preheated to 32 °C, because premature babies are often not yet able to regulate their own body temperature. Emilio's oxygen saturation and heart rate are also constantly monitored in the incubator.

Emilio's first flight across the Alps

The transport by ambulance to the waiting Rega jet goes off without a hitch, and a short

time later the crew push the mobile incubator containing the tiny baby into the aircraft cabin. Pilots Daniel Landert and Roland Oberholzer greet Emilio's parents, who are flying to Switzerland with them. "We certainly didn't expect our son's first flight to take place so early in his life," says Emilio's father Mario before takeoff.

Inside the ambulance jet, the final preparations are made for Emilio's repatriation. Shortly afterwards, the pilots receive clearance for takeoff in the direction of Zurich. The green light is also given from the jet cabin: Emilio is ready for the return journey across the Alps. During the flight, he continues to be closely monitored and cared for – not only by the medical crew, but also by his parents.

Emilio is fast asleep when the Rega jet lands at Zurich Airport around midday. After the incubator is unloaded, he is handed over to the waiting ambulance staff in the Rega hangar. Accompanied by the KSA neonatology team, they drive him and his parents to a central hospital, where he can continue to be monitored and receive top-quality care. Emilio has completed his first big flight with flying colours – albeit a little earlier than planned.

Every year, Rega transports around 250 newborn and premature babies on board an ambulance jet or rescue helicopter.

K Criteria for deciding whether repatriation is indicated

The Rega medical consultant on duty decides whether repatriation is necessary and the best option for the patient. To do this, they discuss the diagnosis with the attending doctor on location and talk to the patient, their relatives and the patient's own GP.

Decision criteria:

- Therapy options, medical facilities and hygiene conditions on location
- possible complications and the expected duration of hospitalisation, treatment and rehabilitation
- risk and appropriateness of a transport
- social reasons



Further information

on our international missions can be found at

Mathias Gehrig www.rega.ch/repatriation

A high-flying start to life

A baby boy is born prematurely in a regional hospital. Thanks to the Rega helicopter, he can be transferred quickly and gently to a central clinic.



Visp, 7. 1. 2023

Shortly after 5pm, Rega's Helicopter Operations Centre receives a call: a baby boy has been born prematurely at the Valais Hospital in Visp. As he is also suspected of suffering from a viral disease, he needs to be transferred to the Paediatric Clinic at the Inselspital in Berne. The Operations Centre mobilises the crew from the Berne base to ensure that the baby is transported quickly and above all as gently as possible. Rega 3 – as it is known over the radio – takes off on this mission with only the pilot and the paramedic on board. Instead of the Rega emergency flight physician, who remains at the base, Rega 3 picks up both intensive care specialist Sandra Kolly and a neonatology specialist from the Paediatric Clinic at the Inselspital. Also on board: the transport incubator. Thanks to this

high-tech incubator for premature babies, which has been specially certified for use in the Rega helicopter, the newborn infant can, among other things, be continuously ventilated during transport between the two hospitals. After the arrival of the crew at the hospital in Visp, the tiny baby is prepared for transport. Three quarters of an hour later, just one day after he was born, his parents have to say goodbye to him for the first time. Shortly after the helicopter has lifted off from the hospital roof, the baby boy falls asleep. During the half-hour flight to Berne, the team of specialists take care of him and make sure that he is also optimally looked after in the air before being transferred to his new home for the next few weeks in the Department of Neonatology at the Inselspital.

Jérôme Zaugg

28

Ski tourers rescued

Pointe d'Aufalle (VD), 5.2.2023

Four ski tourers get into difficulties on a rock face near the Pointe d'Aufalle. Due to the bad weather, the Operations Centre mobilises not only the Rega crew from the Lausanne base, but also SAC mountain rescuers, who are able to free the mountain climbers from their predicament.

Carbon monoxide poisoning

Monti di Mornera (TI), 25.2.2023

While staying in a farmhouse, a man accidentally poisons himself with carbon monoxide. He is rescued by Rega's Ticino crew and flown to hospital, where he is treated in a hyperbaric chamber.

Rescue in the night

Piz Badile (GR), 21.3.2023

During the night, Rega, together with mountain rescuers from the Swiss Alpine Club SAC, goes to the aid of two mountain climbers on the Piz Badile. While abseiling, one of the men had fallen down the rock face. The Rega crew from the Samedan base evacuate the mountain climbers in the dark using the rescue hoist.

K Training hours for the Rega crews

90 h

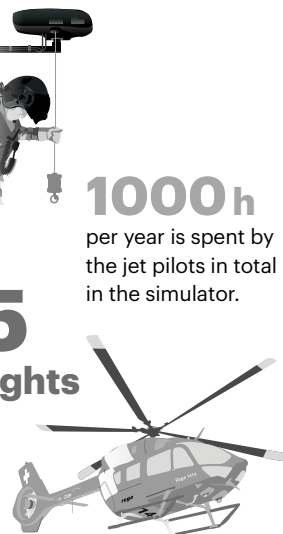
is how long a paramedic spends training every year.

1000 h

per year is spent by the jet pilots in total in the simulator.

2345
training flights

are completed by Rega's helicopter pilots each year.





Rega kids

Competition Lay the dominoes next to each other so that the pictures match up. Start with the domino with the Rega jet. Which is the last one? Write down the letter of the last domino.

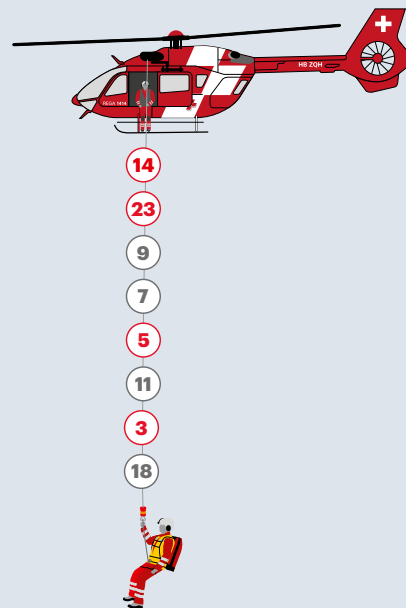
A	F
B	D
E	C

Solution:

Follow the flight path Which bee brings home the pollen from the yellow flower?



Arithmetic fun Add up the numbers on the rescue hoist. The total amount corresponds to the cable length of the rescue hoist in metres.



29

Competition

Write the solution on a postcard and send by 31 July 2023 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 a Rega teddy bear worth CHF 35.-.

Good luck!



Solution from No. 99: C

Each of the following has won a Rega backpack with a roll-top closure :

- L. Rapin, Corcelles-près-Payerne | E. Emery, Aigle |
- C. Steenhaut, Apples | G. Vogt, Frenkendorf |
- L. Walser, Degersheim | T. Zweifel, Schänis |
- E. Moyses, Binningen | N. Berger, Gelterkinden |
- P. Beffa, Airolo | L. Regazzoni, Comologno

Congratulations!

Knowledge

30

Via ferratas are very popular. They offer spectacular views and memorable experiences – provided that you prepare well before setting out on your tour.

Anyone who ventures on a via ferrata tour should be surefooted and have a head for heights. The fact that you can access an exposed rock face even without special climbing skills is thanks to a solid steel cable that runs up and along the rock face through fixed anchors. A via ferrata – which literally means “iron path” in Italian – is equipped with handholds and rungs, ladders and suspension bridges. In this way, even people without climbing experience can master steep rock faces and exposed traverses, always secured on the continuous steel rope.

Only with suitable equipment

The right equipment is essential for climbing a via ferrata: sturdy hiking boots, a helmet, a climbing harness and the so-called via ferrata set. This

comprises a lanyard with two carabiners and a shock absorber, and connects the climbing harness to the steel rope of the via ferrata. The basic technique for moving forward is as follows: with the two carabiners, you clip yourself to the steel cable and push the via ferrata set along

with your hand while you clamber up the rock face. When you come to a metal anchor, you need to unhook one carabiner and re-hook it above the anchor – one at a time, so that you always remain firmly attached.

Careful planning is a must

Tours on via ferratas require a high degree of self-responsibility, the ability to assess one’s own capabilities, and a keen awareness of potential dangers. Thorough preparation and careful planning help to prevent emergencies. The Swiss Alpine Club SAC has compiled ten useful tips for climbing a via ferrata safely, which can be found on its website (see box on the left).

When choosing a via ferrata, it is important to inform yourself about the different difficulty levels and



Further information

► Swiss Alpine Club SAC

www.sac-cas.ch/safetyonviaferrata

► Swiss Council for Accident Prevention bfu

www.bfu.ch/de/ratgeber/klettersteig-gehen

► Calling out Rega

www.rega.ch/raising-the-alarm

adapt the route to your ability. Do not overestimate yourself and if in doubt, opt for a slightly easier tour. Take into account not only the difficulty rating, but also other criteria, such as differences in altitude, exposure to the elements, the time it takes to reach and climb the via ferrata, as well as the weather conditions. On a via ferrata, turning back is difficult or sometimes even impossible.

Not without its risks

Even though via ferratas provide a relatively easy introduction to climbing, they are not without danger. In contrast to sport climbing, which also involves falling into the rope, on a via ferrata the aim is to avoid a fall wherever possible. Although you are secured by the via ferrata set – in the event of a fall, the shock absorber in the via ferrata set tears opens and dampens the force of the

Rega tip

“We recommend raising the alarm using the Rega emergency app.”

fall somewhat – it is still possible to injure yourself.

According to the Swiss Council for Accident Prevention (bfu), accidents with fatal consequences usually happen because of belaying mistakes. Reasons for this are tiredness and lack of concentration. Therefore, you should also make sure that you eat and drink enough and take regular breaks to keep up your strength and remain focused.

Tip from the Operations Centre

If an emergency situation or accident does occur, Rega is always there for you. We recommend that you raise

the alarm using the Rega emergency app. The app transmits your coordinates to the Rega Operations Centre and sets up a telephone connection with a flight coordinator. They decide which means of rescue is most suitable and whether the SAC mountain rescuers need to be called out to assist the helicopter crew in the difficult terrain.

In the event of an emergency, the following information is useful for our flight coordinators: the section of the via ferrata you are on; whether or not you have a firm foothold; if there is a rock overhang above you; the colour of your clothing. Then, when the Rega helicopter appears in the sky, you can help the helicopter crew by drawing attention to yourself with the correct signal: stretch your arms up in the air to form a Y. This stands for “yes”, I need help.

Corina Zellweger

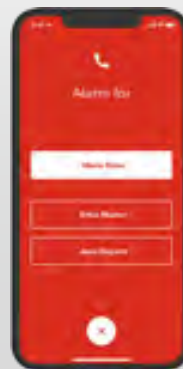
K The features on the Rega app



Raise the alarm
When you raise the alarm via the Rega app, your current location is automatically transmitted to the Rega Operations Centre. This saves valuable time in an emergency. Tip: use the test alarm feature to check if the app will work correctly in an emergency.



Share your live location
During an activity (e.g. when hiking or climbing a via ferrata), you can share your current location with Rega or your contacts, so that in an emergency, a rescue can be performed as efficiently as possible. If you get into difficulties, your last location can be determined and help can be sent.



Raise the alarm for another person
You can also alert Rega on behalf of another person who has shared their location with you but is unable to raise the alarm themselves. Rega’s Operations Centre then has access to the location of the person in distress.

Da für alle.

Weil einer von zwölf
einmal in seinem
Leben auf die
Hilfe der Rega
angewiesen ist.

Jetzt Gönner werden:
[rega.ch/goenner](https://www.rega.ch/goenner)



Rega Shop

Products for the summer season 2023
and fan articles for all ages

1 Summer offer picnic 65.— instead of 74.—

Practical set comprising a lunchbox and an outdoor blanket, which quickly converts into a cool bag. The insulated bag keeps food fresh and drinks chilled.

Picnic blanket/Cool bag:

- Outer material: rPET
- Inner material: polyester
- Blanket dimensions: 112×141cm (W×L)

Lunchbox:

- With clamps for secure closure
- Leakproof and dishwasher-safe
- Material: 100% stainless steel
- Dimensions: 21×16×6 cm (L×W×H)

► **Order now:** limited edition, only as long as stocks last



33



2 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
- Wash separately at 40° C (do not use fabric softener)

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



3 Poster Rega fleet 29.—

Poster depicting all the aircraft in the Rega fleet from when Rega was founded in 1952 to the present day. Format: 70×100 cm (W×H)

34



4 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.



5 Airbus Helicopters H145 35.—

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.

6 Daypack 79.—

The sporty day rucksack from Deuter is equipped with an Airstripes system, allowing sufficient ventilation to the back.

- With reflective stripe
- Detachable waist strap
- Rain cover
- Material: nylon and Super-Polytex 330D
- Volume: 25 litres
- Dimensions: 46 × 33 × 21 cm (H × W × D)



BESTSELLER



7 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
 - Tick removal card
 - Sterillium hand disinfection wipes
 - Hand disinfectant gel, 35 ml
 - Antiseptic wipes for cleaning wounds
 - Tear-resistant Nitril disposable gloves
 - Pouch containing adhesive plasters
 - Burn plasters
 - Graze plasters
 - Blister plasters
 - Cooling bandage 6 cm × 4 m
 - Self-adhesive bandage 6 cm × 3 m
 - Gauze finger bandage 4 × 50 cm
 - 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



8 Cap "Aviator" 29.—

Trendy, stylish trucker cap: small images of the Rega fleet are printed in light grey on the front panel. The back panels feature a mesh/net insert and an adjustable plastic snap fastener for easy size adjustment.

- Colour: black & white
- Material: 100% polyester (front of the cap is made of polyester foam)
- One size fits all, adjustable

9 Cap "Operator" 29.—

Black cap: the front panel is discreetly printed the Rega fleet in dark grey. Made entirely of cotton with an adjustable plastic snap fastener to adjust the size.

- Colour: black
- Material: 100% cotton
- One size fits all, adjustable



10 Summer offer leisure 39.— instead of 48.—

Our combi offer for the summer: shoulder bag and sports towel at an attractive price. The shoulder bag with its timeless style features various practical pockets.

The microfibre towel is perfect for sports enthusiasts and travellers: it is highly absorbent, lightweight (200g) and folds up small.

- Shoulder bag:
- Padded laptop compartment (for devices measuring 13–15 inches)
 - Adjustable shoulder strap, max. length 124 cm

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

- Sports towel:
- Material: 80% polyester, 20% polyamide
 - Dimensions: 70×130 cm (W×L)
 - Wash separately at max. 30°C (do not use fabric softener)

► **Order now:** limited edition, only as long as stocks last

NEW

11 Pocket hiking umbrella 49.—

Thanks to its state-of-the-art materials, this lightweight, handy pocket umbrella is robust and durable.

- Automatic open/close frame
- Colour: red, with safety reflectors
- Dimensions: diameter 98 cm (closed 29 cm)
- Weight: 350 g



CLASSIC



12 "Traveller" multitool by Victorinox 115.—

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

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

For the youngest Rega fans

www.rega.ch/shop

You can view our entire product range in our **online shop**.

13 "Da Vinci" beach towel 29.—

The colourful beach towel featuring Rega's mountain helicopter is a real attention grabber on the beach and at the swimming pool.

- Material: 50% cotton, 50% polyester (400g/m²)
- Dimensions: 170x140cm (WxL)
- Wash at max. 40°C

► **Order now:** only a few left in stock



Online Shop

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

www.rega.ch/shop

Orders by telephone

We would also be pleased to accept your orders direct via the following Rega Shop number:

Order telephone **0848 514 514**

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 CHF 45.- 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 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 unspecified

Family name _____

First name _____

Street/No. _____

Postcode/Town _____

Phone no. _____

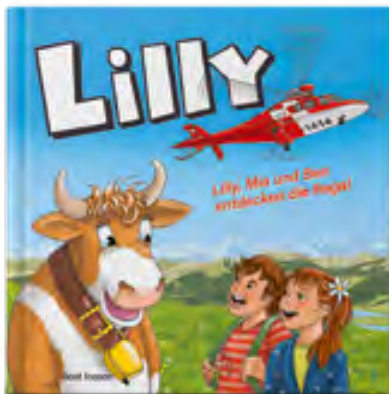
Patron no. _____

Signature _____

Rega Shop
Bolligenstrasse 82
3006 Bern

Thank you for your order.

For the youngest Rega fans



14

14 Book "Lilly, Mia und Ben entdecken die Rega!" 30.—

Lilly, the curious Rigi cow, together with Mia and Ben, discovers Rega and the many aspects of air rescue. The three friends start off at the Rega Centre at Zurich Airport and experience various rescue missions all over Switzerland. Hardcover, 24 x 24 cm, 40 pages. Available in German only. Author: Beat Jossen

15 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.

16 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.

► **Free gift** from June – September: Rega colouring book

17 Leather slippers for babies and toddlers 39.—

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

► **Order now:** only a few left in stock



15

16 Teddy bear 35.—

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► **Order now:** only a few left in stock



16



17

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	Summer offer picnic (instead of 74.—)	65.—	_____	90090
	Picnic blanket/Cool bag only	39.—	_____	90088
2	Capcool	39.—	_____	30050
3	Poster Rega fleet	29.—	_____	20025
4	Challenger 650	29.—	_____	50020
5	Airbus Helicopters H145	35.—	_____	50026
6	Daypack	79.—	_____	90076
7	Outdoor first aid kit	89.—	_____	90080
8	Cap "Aviator", black & white	29.—	_____	30066
9	Cap "Operator", black	29.—	_____	30065
10	Summer offer leisure (instead of 48.—)	39.—	_____	30067
	Shoulder bag only	29.—	_____	90085
11	Pocket hiking umbrella	49.—	_____	90095
12	Victorinox "Traveller" multitool	115.—	_____	90082

No.	Article	Price (CHF)	Amount	Ref.
For the youngest Rega fans				
13	"Da Vinci" beach towel	29.—	_____	30060
14	Book "Lilly, Mia und Ben entdecken die Rega!"	30.—	_____	40056
15	Helicopter soft toy	15.—	_____	50004
	Jet soft toy	15.—	_____	50022
16	Teddy bear incl. free colouring book	35.—	_____	40037
17	Leather slippers with helicopter motif			
	Size 19–20, 12–18 months	39.—	_____	40048

● New ● Bestseller ● Classic

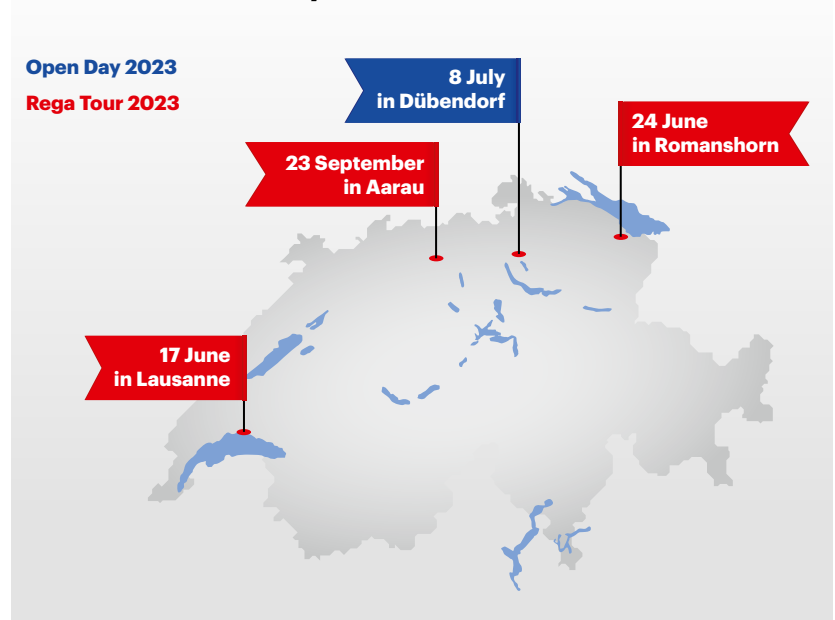


Order online quickly and easily:
www.rega.ch/shop

Pay us a visit

Take a look behind the scenes at Rega. Visit us on one of our Open Days or at a location on the Rega Tour.

Save the dates today



Delve into the world of Rega

Contact with the Swiss population is very important to us – for without them there would be no Rega. For this reason, we would like to invite you to become better acquainted with Rega and take a look behind the scenes of air rescue. You will have the opportunity to inspect the rescue helicopter close up and learn first-hand about the everyday work of a Rega crew. We look forward to your visit.

► **Further information** is available at www.rega.ch/events

Emergency numbers

Switzerland **1414**
Abroad **+41 333 333 333**

Patronage Centre

Changes to patronage **www.rega.ch/login**
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

Rega Shop

Website **www.rega.ch/shop**
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General information

Website **www.rega.ch**