

Encounters 70 years of innovation How Rega engineers make what is good even better. A look behind the scenes at Rega's in-house Design and Development Centre. **16**

Horizons Flying intensive care units Rega's Medical Director explains how over the decades Rega has steadily improved the provision of medical care by air. **22**



Accident in a trench

A young man is buried under a collapsed trench wall while working on the alp. The Rega crew bring medical assistance and fly him swiftly to hospital. **8**



Homeward bound: last year, the three Rega jets transported 858 patients.

“A mission? Call the pizzeria!”



Karin Hörhager
Editor-in-Chief

Dear Reader

70 years of Rega – a good reason to celebrate and look back at the history of air rescue in Switzerland. We often do this by recounting the story of how Rega was founded. That is all well and good. However, it is not only thanks to the intrepid pioneers of yesteryear that Rega is now one of the world’s leading air rescue organisations.

This thanks is also due to all the generations of Rega employees who have untiringly strived to achieve the best possible results for our patients with the means at their disposal and who have continually developed the field of air rescue over the past seven decades.

Just recently, over a cup of coffee, an acquaintance of mine who flew missions in the ambulance jet as a flight physician in the mid-1990s told me how the deployment of the jet crews was organised back in the days when there were no mobile phones and radio devices did not work everywhere. Anyone on standby duty who wanted to leave the house but still remain reachable was required to leave with the Operations Centre a landline number for the place where they were going. So if they went to get a pizza, they reported the phone number of the pizzeria, and if they were invited to a friend’s house for dinner, they reported that likewise – for the event that a person abroad needed the help of the jet crews at that exact moment.

The stories from this not all too distant past made me smile, but also deeply impressed me. Innovation is an ongoing process that – if you want to be successful as an organisation – must never come to a halt. You can read about how Rega is currently improving its air rescue services among other places on page 16.

I wish you sunny summer days – stay healthy.

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

4



8

Rescue after an accident
on the alp



16

Testing for
everyday missions

Rega Magazine 1414 | Issue 98,
June 2022 | 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.,
Altdorf | 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 |
Adrian Schindler | Valeria Talarico |
Jérôme Zaugg | Corina Zellweger

Photos

Karin Hörhager (pp. 1, 4, 8-11) | Peter
Lewis (p. 2) | Andrin Fretz (pp. 4, 16) |
Tom Lüthi (pp. 5, 6, 7, 13-15, 21, 22,

27) | Walter Mayer (p. 6) | Lorenz
Wahl (p. 7) | Mathias Gehrig (p. 12) |
Annika Berner (pp. 24-25) | Daniel
Hegglin (p. 28)

Concept / Design / Prepress
Source Associates AG, Zurich

Production
tutto fatto, Zurich

Print
Swissprinters, Zofingen

Reprints permitted with sources
indicated.



13

Search from the air: practising for an emergency



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



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



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

- ▶ Visit us online:
www.rega.ch
www.facebook.com/regal414
www.instagram.com/rega_offiziell

6 Take off into the world of Rega.

Encounters

8 Buried in a trench: a young farmer has an accident while working and urgently needs medical assistance.

13 24 h Rega with Joel Baumberger, who searches for missing persons.

16 Innovations: Rega's Design and Development Centre creates customised solutions for the crews.

18 In focus: the Rega search helicopter and its sophisticated technology.

21 Opinion on Rega's 70th anniversary and its greatest "invention".

5

Horizons

22 In dialogue: Medical Director Roland Albrecht explains how medical care at Rega has changed in the last 70 years.

24 Repatriation of contagious patients: how Rega is able to transport them safely and efficiently thanks to its own invention.

28 Mission report on the rescue of two skiers above the fog level.

29 Rega kids can win some great prizes – and have fun too.

Navigation

30 Knowledge on how to protect yourself against travel illnesses.

33 In the Rega Shop you can find the complete range of the popular Rega articles.

Take off

In brief

6



Swiss President Cassis congratulates Rega on its anniversary

On 2 May 2022, Rega celebrated its 70th anniversary in the presence of the President of the Swiss Confederation, Ignazio Cassis, together with guests from the fields of politics, business and healthcare and operation partners. In his address, President Cassis spoke about the significance of Rega for the Swiss healthcare system. He had already had dealings with Rega in the past in a professional capacity. "As a young doctor, I admired my colleagues at Rega. They were professional even under time pressure. Thanks to its swift assistance and competent specialists, Rega saves lives every day," he said.

In greater demand than ever before

Last year, Rega was in greater demand than ever before in its 70-year history. For the first time, Rega's Operations Centre organised more than 18,000 missions in Switzerland and worldwide. The number of patients also increased: Rega crews transported a total of 12,284 patients on board their aircraft, thus helping on average 34 people per day. This is made possible by the 3,678,000 patrons who keep Rega in the air with their contributions. We are particularly delighted at the continuing support from the Swiss population and were able to welcome 53,000 new patrons. Many thanks for your trust.

► Further information at report.rega.ch

Rega stations rescue helicopter in Sion (VS)



Since December 2021, a Rega rescue helicopter has been stationed in Sion (Canton Valais) in order to be able to bring medical assistance even more quickly to patients in the canton of Valais and the western part of the Bernese Oberland. Rega is thus increasing the availability of its helicopters for the benefit of the Swiss population.

New Testamentary Guide



Are you familiar with your personal situation as regards your personal estate? Some significant changes in inheritance law

will come into effect on 1 January 2023. You can find out how to dispose of your estate and what is important to know in our new guide on making a will. If you have any questions, we will be happy to advise you.

► Order our brochure at www.rega.ch/legacies or by e-mail at erbschaften@rega.ch



Rega modernises and expands its helicopter fleet

Rega has signed a contract to purchase nine rescue helicopters in a new version of the H145 helicopter type from Airbus Helicopters. Consequently, in 2024/25 the lowland fleet, which currently comprises eight helicopters, will be replaced by the successor model and at the same time expanded by one helicopter. In future, Rega will provide its air rescue services in Switzerland with a total of 20 rescue helicopters. The new Rega helicopter offers various advantages for both patients and crews. Among other things, it features an even more precise autopilot, which improves safety during missions in poor visibility conditions. Using the so-called instrument flight procedure, the rescue helicopter follows a flight path stored in the on-board computer, which allows the crews to fly to hospitals that are equipped for such an approach procedure even in poor visibility.

Even more user-friendly: the new Rega app



If you raise the alarm via Rega's emergency app, your location is automatically transmitted to the Operations Centre – this saves valuable time in an emergency. We have further improved the app and made it even easier to use. The app is now available for download in the app stores not just in Switzerland and Liechtenstein, but also in Germany, Austria, France and Italy. If the app is already installed on your smartphone, it can be updated to the new version in the app store.

► Further information at www.rega.ch/app



Children's book, "Lilly, Mia und Ben entdecken die Rega!"

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.

- Author: Beat Jossen
- Hardcover, 24 x 24 cm, 40 pages
- Suitable from 3 years of age
- German language
- CHF 30.- (available from mid-July)

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

Numbers in this issue

53,000

additional patrons supported Rega in 2021.

70

years old – in 2022, Rega celebrates a milestone anniversary.

1,179

emergency calls were received in 2021 due to an accident at work.

Buried in a trench

8



A small excavator stands next to a freshly dug trench. Beside it lies a young man who urgently needs help. While carrying out some excavation work, he was buried under a collapsed wall of earth. The Rega 12 crew from Mollis go into action.





Approach flight: the rescue helicopter lands near the accident site.

1,179

times – that is how often Rega flew patients to hospital due to a work accident last year.

10

The third mission on this mid-summer Saturday afternoon occurs during the long overdue lunch break of the Rega 12 crew on duty. It is shortly before three o'clock in the afternoon when the crew at the helicopter base in Mollis (Canton Glarus) are called out by the Rega Operations Centre. Lunch will just have to wait. Emergency physician Philipp Stein, paramedic and Head of Rescue Service Markus Reichenbach and pilot Rick Maurer immediately head for the Rega helicopter, which is waiting on the tarmac in front of the building.

Alarm following an occupational accident

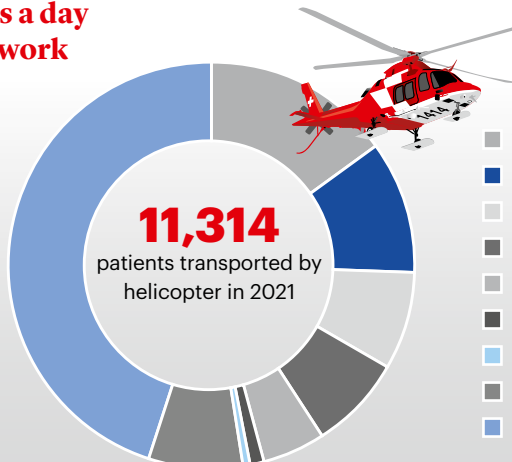
When Rick Maurer starts up the engines and the AgustaWestland Da Vinci rescue helicopter takes off and heads westwards, the crew only know that the mission concerns an occupational accident in Unteriberg (Canton Schwyz). During the flight, they receive further information from the Operations Centre – such as the age of the casualty, brief details of his injuries and how the accident happened, and the exact coordinates of the accident site. This information is transmitted digitally at the click of a mouse by the flight coordinator to

the electronic flight bag (EFB), a special tablet computer in the rescue helicopter. At the same time, the mission coordinates are sent directly to the navigation device in the cockpit. This not only saves time, but also prevents any errors or misunderstandings that could occur when giving the mission coordinates verbally over the radio.

Within a very short time, the rescue helicopter flies over the distinctive peaks of the Glarus and Schwyz Alps and over the Wägitalersee. Just a few minutes later, it approaches the accident site, which is located not far from an

K Three Rega missions a day after an accident at work

Occupational accidents are the second most frequent cause of accidents that require the deployment of a Rega helicopter. Last year, Rega's rescue helicopters were called out 1,179 times – that is, on average around three times a day – in response to an accident that had happened at work. Only for injured winter sports enthusiasts are Rega crews in the air more frequently in response to an accident.



Winter sports accidents	1,715
Occupational accidents	1,179
Road accidents	882
Alpine accidents	860
Sports accidents	572
Aviation accidents	125
Avalanche accidents	62
Other causes	834
Illnesses	5,085



Medical assistance: the crew from the Mollis base attend to the casualty.

Alpine meadow at around 1,500 metres above sea level. It is a remote spot, far away from the road network and thus virtually inaccessible for a ground-based rescue vehicle. Particularly when access or evacuation is difficult due to the impassable terrain, the rescue helicopter is not only by far the fastest, but also the gentlest means of transport.

The Rega helicopter lands and its rotor blades are still turning when emergency physician Philipp Stein and paramedic Markus Reichenbach, who has already shouldered the emergency backpack, quickly make their way to the casualty, who is being attended to by several people. When the Rega crew arrive, the patient is lying on his back next to the large trench that had almost led to disaster on this sunny afternoon.

Buried in a trench

The day had started off quite normally: apprentice farmer Philipp Belmont is helping his uncle with excavation work near the Spital Alp, high above Unteriberg. He is kneeling down in a trench that he has dug himself and is connecting the pipes for a new underground drinking water tank. When he notices that a side wall of the trench is starting to subside, it is already too late. Philipp Belmont reacts quickly and straightens up, but within sec-

onds the heavy weight of the earth masses pushes him against the other side wall. The impact takes the young man's breath away; he tries to shout and shortly afterwards loses consciousness. Fortunately, Philipp's uncle has seen what happened and reacts correctly: he frees his nephew first with the excavator, which is still standing by the hole in the ground, then with his hands and gently lays him on the ground. He quickly realises that Philipp Belmont requires medical attention and immediately alerts the cantonal emergency call centre. Based on the description of the accident, the emergency call centre immediately contacts the Rega Operations Centre and requests a rescue helicopter.

Flight to a central hospital

With targeted questions and practised hand movements, Rega emergency physician Philipp Stein first checks the patient for possible injuries. "In order to provide the patient with the best possible medical care, it's important to know as precisely as possible what happened. The course of the accident can give us additional indications of possible injury patterns. For us, eyewitness statements are therefore always important," he explains. In the meantime, Philipp Belmont has regained consciousness, so he is also able to provide the Rega crew with ▶

In remote areas, the helicopter is not only the fastest, but also the gentlest means of transport.



12

Gentle transport to a central hospital: the Rega helicopter on its approach flight to the helipad at the University Hospital Zurich.

information. He is suffering severe pain in his chest and when breathing, but his circulation is stable and he has no difficulty moving his arms and legs. After a thorough initial examination, the Rega emergency physician decides that the patient should be flown to the University Hospital Zurich for further treatment.

Handover in the shock room

Having being briefed by the crew prior to departure, the flight coordinator at the Rega Operations Centre takes care of the registration at the hospital. Besides the exact arrival time of the Rega helicopter on the roof of the University Hospital, she also passes on to the duty staff details of the patient’s medical condition, so that he will continue to receive the best possible care after being handed over to the hospital doctors. Meanwhile, Philipp Belmont is lying in a stabilised position on the vacuum mattress on the stretcher, which with the combined strength of the crew is lifted into the rescue helicopter shortly before it takes off in the direction of Zurich. Emergency flight physician Philipp Stein does not take his eyes off the patient for a second during the flight

and monitors the vital signs, such as pulse and oxygen saturation, on the monitor above the patient. On arrival at the hospital, the crew take Philipp Belmont to the shock room, where the patient is handed over to the waiting hospital doctors. The Rega emergency flight physician informs his colleagues in detail about the course of the accident and the treatment given so far. Today, Philipp Belmont remembers little about his flight to Zurich: “I was very tired,” he explains. “Fortunately, the painkillers took effect very quickly.” At the hospital, the doctors later diagnose a total of ten broken ribs and a collapsed lung. Fortunately Philipp Belmont makes a rapid recovery and is able to return to his work as a farmer a few weeks later. “I have my uncle, Rega and the doctors who treated me at the University Hospital to thank for that,” he says.

Mathias Gehrig

The doctors at the hospital are informed by the Rega Operations Centre of the arrival time and medical condition of the patient.

24h Rega

Joel Baumberger, 30, search specialist

Joel Baumberger is a search specialist at Rega. He is called out by the Operations Centre when Rega is requested by the police to search for a missing person who might be in distress using the search helicopter or the Rega drone.

When his mobile phone rings, search specialist Joel Baumberger gets ready to carry out a search for a missing person. The 30-year-old works 60 percent as a helicopter mechanic at the Rega Centre at Zurich Airport and 40 percent as a search specialist at the Rega base in Wilderswil, where the Rega competence centre for the search for missing persons is located. Joel Baumberger is part of the three-member search and rescue team. This means that the same highly-trained specialists are always deployed to search for people in an emergency.

A search and rescue operation is performed when a person is, for example, reported missing by relatives and there are signs to suggest that they are in distress – for instance, if they fail to return from a hike at the agreed time. For a search mission – which is always performed on behalf of the local authorities – Rega has different specialised resources at its disposal: the Rega 11 search helicopter and the Rega drone. Joel Baumberger is trained for the use of both of these. Usually he lives in Zurich. One week per month,



he is on standby duty for the search and rescue team in Wilderswil; then he stays in a room in a shared apartment in the Bernese Oberland, so that he can be at the helicopter base within a few minutes of the alarm being raised. "I'm called out by the flight coordinators at the Helicopter Operations Centre, who provide me with the initial information. I compile this information, consult with the police and narrow down the search area," explains Joel Baumberger, who hails from the Bernese Oberland. "Then we discuss all the available information in detail with the helicopter crew,

the Operations Centre and the police and decide on the search method. If the weather permits a flight, we primarily use the search helicopter," he says.

"I'm always pleased when we find a person alive and doing well under the circumstances," says Joel Baumberger. "But unfortunately that's not always the case. Then it's particularly important for me to know that we've done everything we possibly can. Talking to the crew also helps to process a mission. And even if not every search has a happy ending: it's great that I can help to save people's lives".

Karin Zahner



The search and rescue team is always deployed when a person is reported missing.

Continue reading on page 14 ►

“If the weather permits a flight, we primarily use the search helicopter.”



07:30

► Joel Baumberger discusses the current situation with the helicopter crew. Subsequently it is decided which search method will be used.



08:15

▲ At the beginning of a search mission, Joel Baumberger collects all the available information in order to narrow down the search area. Today, the crew is practising for an emergency.

14



09:00

◀ Depending on the weather conditions, Rega uses the drone or the search helicopter to search for a missing person.



09:30

◀ The search specialist sits in the rear of the helicopter and operates the search systems, communicates with the police or the mountain rescuers on the ground, and gives the pilot instructions on the flight route.

► Rega's search helicopter is equipped with a highly sensitive thermal imaging camera, a mobile phone location device, a searchlight and various sensors.



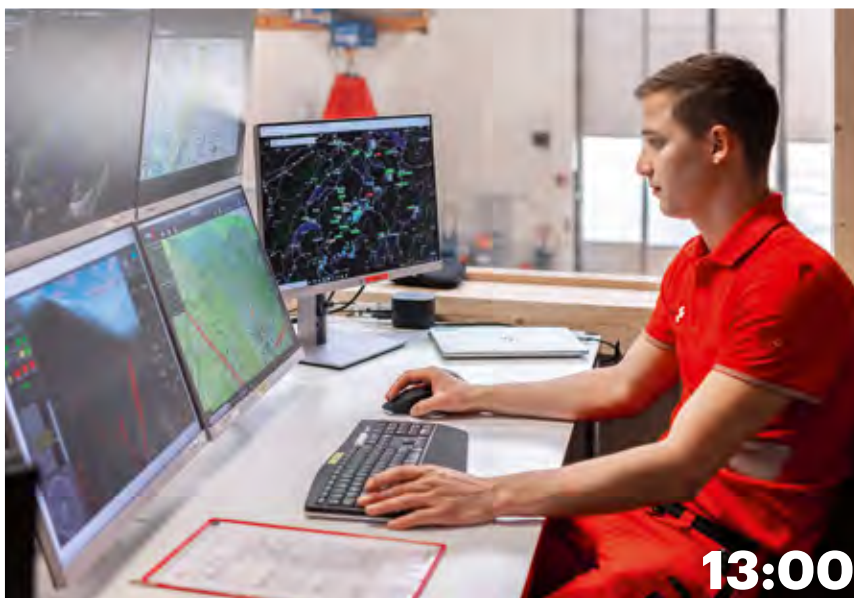
10:45



11:15

◀ Performing two functions: as a qualified helicopter mechanic, Joel Baumberger checks the rescue hoist on the helicopter at the Wilderswil base.

▶ The drone is deployed as a supplementary search aid. Once the pilot has launched the drone on location and it is flying 60 metres above ground level, Joel Baumberger controls it from the Wilderswil base.



13:00

▶ After returning from the training flight, the Rega drone is unloaded from the vehicle and got ready for the next mission.



16:20



19:00

◀ In his free time, Joel Baumberger likes to relax in the mountains – here on Mt. Rigi – or go travelling.

▶ More on the topic of search can be found from page 18.

Making what is good even better

Rega's Design and Development Centre creates innovative, tailor-made solutions, which benefit the crews when out on mission and thus ultimately also our patients. In this way, it is continuing what was the driving force for the Rega pioneers of yesteryear: the on-going improvement of medical assistance by air in the service of the Swiss population.

70
years of
innovation

Improving its air rescue services is one of Rega's most important tasks. Ever since it was founded 70 years ago, Rega has constantly been developing ideas on how it can further optimise its aircraft and equipment. However, as its requirements are so specific, Rega is often not able to buy off-the-shelf components. Now as back then, the same thing applies: if Rega wants to improve something, it has to develop it itself. Over the years, however, this has become increasingly complex and costly. Nowadays, aviation organisations are required to comply with a large number of regulations and strict specifications by the regulatory authorities.

Own Design and Development Centre

For example, since a change in the law in 2006, all modifications made to aircraft must be approved and certified by the European

Aviation Safety Agency (EASA). However, the implementation and certification of modifications by external partners proved to be a very lengthy process. Therefore, in 2011, Rega responded by setting up its own Design and Development Centre, so that it could implement its ideas and improvements quickly. Since then, Rega has been in the position to make changes to its aircraft and equipment efficiently and flexibly and to implement and certify new developments itself.

The following two examples show how the team of five male engineers and one female engineer are continually improving the equipment and interior fittings in the Rega helicopters.

Jérôme Zaugg

1 Sophisticated fixtures for special intensive care transports

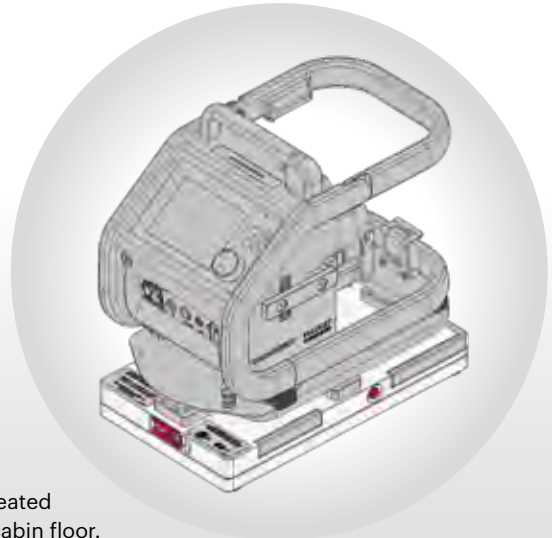
Rega is the only air rescue organisation in Switzerland to perform special intensive care transports. For example, it is able to transport patients who are dependent on a mobile heart-lung machine. The so-called ECMO device assumes some or all of the patient's respiratory and/or cardiac functions. The numerous regulations present a major challenge for aircraft to be permitted to carry high-tech medical equipment, such as the 12 kg ECMO machine, on board. For instance, the device and its fixtures in the helicopter or jet must be able to withstand a g-force of up to 20.

Rega's engineers are currently working on optimising the existing mounts in the cabin so that they are easier to handle

and the limited space in the cabin is better utilised. To do this, a design engineer first produced the components in a 3D printer and then tested them to make sure they fitted properly in the helicopter cabin.

Focus on the patient

Finally, a modular, rotatable platform construction was created that can be anchored in the cabin floor. Thanks to custom-made mounts, other medical devices can also be installed and secured on the platform in future. Such sophisticated constructions may seem insignificant. But thanks to the equipment being as easy as possible



to handle, the work of Rega's engineers plays a part in allowing the medical crew to focus entirely on caring for the critically ill patients on board.

2 New helmets: more than just a procurement project

Now, after between 10 and 15 years in use, the helmets worn by the helicopter crews need to be replaced. As with every procurement project, Rega is looking into what can be further improved.

Different requirements

The helmets not only serve as protection, but are also indispensable for the crew members being able to communicate with each other, both in the cabin and outside amidst the noise of the helicopter and the wind. Communication between the crew members, as well as with the Operations Centre and operational partners such as the police, must function faultlessly, as this contributes significantly to the success of a mission.

The helmets of the individual crew members – pilot, paramedic and emergency flight physician – differ from each other. For the pilot, for example, it is important

that the night vision goggles can be mounted on their helmet easily and securely. The emergency flight physician, on the other hand, not only needs to communicate with the other crew members over the radio, but also to talk to the patient with their helmet on. Consequently, the ear cups of their helmet can be folded back.

Communication must function faultlessly

In their search for the ideal follow-on models, the engineers at the Design and Development Centre evaluate together with the crew members what can be further optimised: the hearing protection, for example, or the radio system. For if this were wireless, it would provide crew members with even greater freedom of movement and enhanced wearing



comfort when out on a mission. One particular challenge is posed by the radio and communication systems built into the various crew helmets, which have to work together perfectly. The design engineer is currently having various models tested by the crews to find out exactly what needs to be changed and how the future helmets should be equipped.

The search helicopter

The search for missing, injured or ill persons is one of Rega's core competences. Rega has various means at its disposal to perform search and rescue missions. For search flights, for example, a special helicopter equipped with a high-tech search system featuring a thermal imaging camera and numerous sensors is deployed. This enables Rega crews to search large areas from the air both during the day and at night.

18

IR/EOS multi-sensor search system

Key components of this high-tech system are a highly sensitive thermal imaging camera and optical sensors. These make it possible to perform searches from the air efficiently and over large areas. A powerful searchlight, which is directly connected to the system, illuminates precise areas at night. Thanks to these components, Rega's search specialists can detect people in open terrain at a distance of several kilometres. At the Wilderswil base, a Rega helicopter equipped with this system is on standby at all times.

Other Rega resources

Besides the search helicopter, Rega has other ways of searching for and rescuing a missing person. For example, a search flight by air with the rescue helicopter or the Rega drone, and on the ground with the assistance of the mountain rescuers from the Swiss Alpine Club SAC.



High-tech console in the cabin

On board the search helicopter, the search specialist controls the various search systems via a console. He can operate them manually with a control stick. He analyses the camera images and the data delivered by the sensors directly on the monitors in the helicopter cabin.



19

Mobile phone detection device

A special device is installed in the Rega search helicopter that can detect a mobile phone and narrow down its location – even if there is no mobile phone reception in the search area. This system is only used on missions carried out on behalf of the police.

Coordination of the mission

If there is good reason to believe that a person has gone missing and is in distress, the Rega flight coordinator initiates a search and rescue operation and, in consultation with the search specialist, deploys the appropriate operational resources: the nearest rescue helicopter for an initial search flight, the search helicopter with the IR/EOS multi-sensor search system, the Rega drone, or the mountain rescuers from the Swiss Alpine Club SAC. During the search mission, the Operations Centre is in constant contact with all the emergency services and partners involved.





BEREIT FÜR DIE MISSION?

Bist du bereit, etwas zu bewirken?
Als Militärpilot*in hilfst du bei Naturkatastrophen,
Such- und Rettungsmissionen sowie bei
humanitären Einsätzen im Ausland.

Erfahre mehr unter sphair.ch:



Opinion

Ernst Kohler

“The biggest milestone was the invention of the patronage system.”



21

On 27 April, Rega celebrated its 70th anniversary. Its history is well documented: our archive contains photographs and moving images from all the decades since Swiss Air-Rescue was founded. These usually depict a visually powerful “premiere” of some kind – such as the first time a new rescue method is used or the arrival of a new aircraft. This is understandable: it was and is easier to capture such an event on camera than to expound on an idea in writing.

However, by relating Rega’s history based on photos and videos, two key aspects often go unheeded. On the occasion of Rega’s 70th anniversary, I would like to devote to them the attention they deserve.

First, we are easily deceived by the power of images, which is why what I consider to be the biggest milestone of all is largely overlooked. For it something that cannot be represented in pictorial form: the invention of the Rega patronage system in the mid-1960s. Driven by financial necessity, Rega asked the Federal Council for support, but its application was rejected. The idea of a patronage system saved the day: Rega appealed to the Swiss population for donations and undertook to waive the costs of a mission carried out on patrons’ behalf as a token of thanks for their support.

Only in retrospect does it become apparent how groundbreaking this decision was: nowadays more than 3.6 million patrons keep Rega in the air. Thanks to them, we are independent

and can place the well-being of our patients at the centre of everything we do. With their financial contributions, our patrons ensure that Switzerland has one of the most modern air rescue organisations in the world.

The second aspect to which we give too little consideration when recounting Rega’s history is its employees. When we look back over the years, we tend to reduce the organisation to a handful of key protagonists: the “fathers of our success”. They founded, led or publicly represented Rega – and the part they played is beyond question. But on every single one of the 25,500 or so days since its foundation, Rega’s employees have devoted themselves to helping people in distress. Every day, they have learned from their experiences and pondered on how they could further improve procedures within the scope of the technical possibilities of the time.

It is thanks to this attitude of the employees over the past seven decades that Rega’s history is a success story. Each and every one of them has made history day after day. We are doing everything in our power to continue writing this success story. And to go on developing ideas that may not always be easy to represent in pictorial form, but will one day in retrospect be described as groundbreaking.

It is the attitude of the employees through all the Rega generations that has shaped Rega.



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

“Our aircraft
are flying intensive
care units”

22



PD Dr. med. Roland Albrecht, Rega Medical Director and member of the Management Board, explains how medical care in the field of air rescue has changed over the last 70 years and why the crews train together for an emergency by means of medical simulations.

What is Rega's philosophy in terms of medicine?

Rega wants the very best for its patients. What is medically possible on the ground – that is, in a hospital – should also be possible on board our aircraft. This is a major challenge, because to achieve this we have to continually look for new solutions so that intensive care medicine can “learn to fly”.

What challenges are you faced with in the process?

If we want to carry on board high-tech medical equipment, such as a heart-lung machine, numerous regulations have to be observed. For example, the fixtures of such a device need to withstand a g-force of up to 20. The engineers at Rega's in-house Design and Development Centre support us so that we can use such equipment for our patients.

That is something the Rega pioneers could only dream of. How has medical care changed since the early days?

In the first helicopters, there was no room to take along medical staff or to care for the patients. The helicopter simply served as a means of transport. Nevertheless, it was a huge step forward because it enabled patients to be treated more quickly in hospital.

The helicopter is still a means of transport today...

Yes, but it's much more than that. Nowadays, we bring intensive medical care directly to the patient at the scene of the accident. Our emergency physicians start

treatment on location, using state-of-the-art equipment and mobile devices that are also used in hospital intensive care units. The cabins of Rega's helicopters and jets are optimally equipped according to our specifications.

What medical care can you provide on board nowadays?

Our aircraft are flying intensive care units. We can even transport patients with severe cardiovascular and/or pulmonary diseases who rely on a machine to assume part or all of their respiratory and/or cardiac functions. Rega was not only the first air rescue

Roland Albrecht, 59

“For us, the basic and ongoing training of the crews takes top priority.”

organisation to carry out such a transport with its ambulance jet at a normal flight altitude across the Atlantic, but also holds the record for the longest transport of this kind, from London to Taiwan.

This is in keeping with the fundamental idea of Rega's founder, Dr. med. Rudolf Bucher.

Exactly. Already 70 years ago, he said: “Comprehensive help is only possible if we succeed in uniting the very best staff training with the very best equipment to form a highly efficient whole.” We want to live up to this claim.

Do you have an example of this?

Our modern equipment and the fixtures on board the aircraft are important. But technology is only as good as the person that operates it. For us, the basic and ongoing training of the crews takes top priority.

How do you train the crews?

Among other things, we regularly conduct medical simulation training.

Rega and research

Rega is constantly striving to improve the medical care it provides to its patients. As a research partner of the University Hospitals in Berne, Lausanne and Zurich, it has been driving forward medical research for a number of years under the leadership of Medical Director PD Dr. med. Roland Albrecht, in order to test new methods and equipment and further develop tried-and-tested concepts, as well as to make a contribution to preclinical emergency medicine in Switzerland.

The focus here is on optimal cooperation and communication within the team when caring for the patient.

What form does this training take?

We simulate missions in which the crews practise dealing with critical medical situations on a simulation manikin that reacts to their interventions just like a real patient. Everything is recorded on video and then analysed step by step. For a team that regularly trains together has a better chance of success in real-life, life-threatening situations – ultimately for the benefit of our patients.

Interview: Karin Zahner

Well protected homeward bound

The sun is high in the sky above Arequipa in southern Peru. The Rega crew are preparing a patient infected with Covid-19 for the return flight in the patient isolation unit (PIU). The story behind this patented Rega invention begins in Africa.

24





Two people wearing blue protective overalls, gloves and face masks bend over a woman. She is lying in the open patient isolation unit (PIU) with a monitoring and ventilation machine on the ground next to her. A pilot is holding up an umbrella to prevent the woman from being blinded by the bright light. Twenty minutes and countless precisely prescribed and executed actions later, Rega flight physician Laura Arheilger closes the zip of the isolation unit and disinfects it from the outside.

Isolated in the Rega jet

Now the highly contagious patient with Covid-19 is completely isolated in the PIU and ready for the flight to Switzerland. Flight physician Laura Arheilger and intensive care nurse Barbara Locher carefully remove their protective clothing in a precisely prescribed order. Then the Rega crew push the patient up the ramp and into the ambulance jet. Shortly afterwards, the Rega jet takes off in the direction of Switzerland. After stopovers in Brazil and on the Canary Islands, it finally lands at Bern-Belp Airport. From there, the patient is taken by ambulance to the Inselspital in Berne. The fact that such transports can be

carried out safely and efficiently is all thanks to Rega’s experience and innovative strength.

The time before the PIU

Before the introduction of the PIU, the Rega crews had to wear protective clothing throughout the flight when transporting patients with highly contagious diseases. Even the pilots in the jet cockpit wore protective garments and face masks. Drinking or eating in the plane was not possible. What was not an issue during short missions became quite a problem during long-haul flights. In addition, the entire jet had to be thoroughly decontaminated and ventilated afterwards – and during this time was not available to transport other patients.

Ebola epidemic provided the impetus

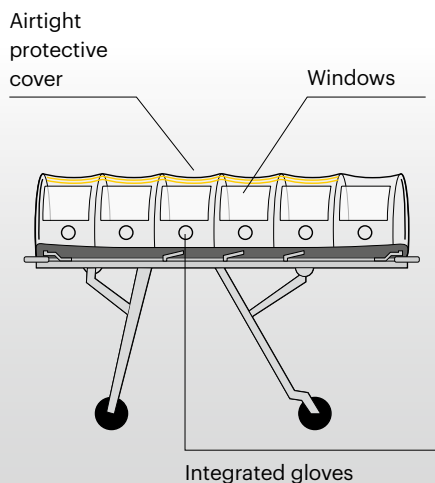
In 2014, reports of an Ebola epidemic of unprecedented proportions swept through West Africa. In August, the World Health Organisation (WHO) declared that the epidemic was a public health emergency of international concern. The situation made it apparent that until then hardly any reliable concept for transporting highly contagious patients existed worldwide. Rega Medical Director Roland Albrecht explains: “We have always regarded it as our task to be able to fly even highly infectious patients safely and efficiently back home for further medical treatment in an emergency.” This should therefore be possible not only in the case of Ebola, but also in similar cases in future, he says. Consequently, Rega set about looking for new solutions.

Total isolation during transport

Rega’s objective was to completely isolate contagious patients in an airtight protective unit for the entire duration of the transport, in order to eliminate any risk of all the people involved becoming infected and to enable the crew to move around in the jet without having to wear protective clothing. What sounded simple turned out to be very complex in practice: attending to the patient during the flight without opening the protective cover and thus

K How the patient isolation unit works

Sufficient medical equipment and supplies are carried directly in the PIU so that the isolation conditions are not interrupted during the flight. Gloves are integrated into the unit walls to allow the crew to attend to the patient. The outflowing air is filtered and all the cables of the medical equipment, such as the monitoring machine, lead through airtight closures from the outside to the patient.





Thinking ahead: all the medical equipment and supplies for the flight are already inside the PIU.



Airtight isolation: Medical Director Roland Albrecht and intensive care nurse Thomas Burren do not need to wear protective clothing.

breaking the isolation conditions, ensuring the supply of fresh air, or compensating the impact of a sudden loss of cabin pressure which causes the air in the hermetically sealed protective cover to suddenly expand were just some of the challenges that needed to be addressed during the development process.

Practical test during Ebola epidemic

The actual construction of the PIU was only one part of the overall protection concept. Equally important was and still is the entire procedure for isolating the patient and handling the PIU during use. After months of intensive development work, numerous trainings and trials, the acid test came on 19 February 2015: Roland Albrecht and his team flew a patient suspected of being infected with Ebola for the first time in the PIU, from Freetown in Sierra Leone to London. However, the abatement of the Ebola epidemic a year later did not mean that the PIU was no longer needed. “We explicitly developed the concept not only with the Ebola virus in mind, but also for highly infectious diseases in general,” says Roland Albrecht. “Transporting infectious patients is part of Rega’s standard scope of operations and we transport patients suffering from highly contagious open tuberculosis several times a year.” When the new coronavirus started spreading at the beginning of 2020, Rega was able to draw on its experience

with the already tried-and-tested PIU. At the end of February 2020, Rega crews underwent special training on how to handle coronavirus cases and where necessary the procedures were adapted and practised. Since the beginning of the pandemic, Rega’s jet crews have transported more than 400 coronavirus patients in a PIU. Roland Albrecht draws a positive conclusion: “The concept has proven itself from the very beginning. In addition, over the last two years we have been able to continually improve the processes and finer details.”

Prototype of the PIU 2.0 in the making

With the experience gained from hundreds of missions, Roland Albrecht and his team have also come up with new ideas on how to further optimise the PIU. The focus is on even easier handling and more flexibility in use. The prototype of the PIU 2.0 is currently being implemented in line with the specifications of the design team and the drawings of the Rega engineers. Roland Albrecht aims to perform the first missions with the new, improved PIU by autumn 2022 – in order to fly patients with highly infectious diseases home even more efficiently and safely in future.

Adrian Schindler

During the pandemic, Rega was able to draw on its experience with the tried-and-tested PIU.



For more information
on our missions
abroad, visit
www.rega.ch/repat

Rescue thanks to mission overview

Two skiers are in danger of falling in steep terrain. As he has an overview of all the ongoing missions, the Rega flight coordinator finds a solution despite the adverse weather.



28

Chaux Ronde (VD), 16.12.2021

It is a Thursday afternoon when two off-piste skiers on the Chaux Ronde near Les Diablerets (Canton Vaud) suddenly find themselves in a precarious situation away from the marked pistes and above a thick cover of stratus clouds. They are in danger of falling in the steep terrain. A piste patroller is able to secure them and alerts the Rega Operations Centre, as a helicopter is needed to evacuate the skiers. However, this poses a problem, as large areas of Switzerland are covered in fog. “The nearest Rega helicopters in Lausanne, Wilderswil and Zweisimmen were ruled out for the mission, as they were unable to reach the incident site due to the low-lying and extremely thick fog,” explains Rega flight coordinator Raphael Cè. However, as he has an overview of all the available rescue helicopters countywide, he knows that the Rega 2 crew from the Basel base have just

Raphael Cè, flight coordinator

“We also support the crews throughout the missions.”

completed a mission in Western Switzerland and are currently flying above the clouds. He requests the Basel crew to evacuate the two skiers. To ensure that the helicopter has enough fuel for the mission and the subsequent flight back to Basel, Raphael Cè also organises a refuelling stop at an airfield above the fog level. As the two skiers and the piste patroller are in steep terrain, he also mobilises a mountain rescuer from the Swiss Alpine Club SAC and arranges for him to be picked up by the Rega crew. With the help of the mountain rescuer, the crew succeed in evacuating the three people, who are suffering from slight hypothermia but are otherwise unhurt. “What I particularly like about my job is that we not only mobilise the crews, but also support them during the mission as a kind of fourth crew member,” says Raphael Cè.

Jérôme Zaugg

Fall while out hiking

Lägern (AG), 3.10.2021

A hiker injures her foot when she falls in rough terrain. With the help of a mountain rescuer, the Rega crew from Basel evacuate the woman with the rescue hoist, provide first aid and fly her to the nearest hospital.

Drone detects embers

Gambarogno (TI), 4.2.2022

Forest fires rage for days in the region around Monte Gambarogno. A Rega crew, comprising a drone pilot and a drone operator, help the fire brigade in their search for pockets of embers in the impassable terrain. These could then be extinguished by the fire brigade.

Stuck on the Eiger

Eiger north face (BE), 6.3.2022

Two exhausted mountain climbers become stuck on the north face of the Eiger. The Rega crew from the Wilderswil base fly to the site with two helicopter rescue specialists. The alpinists, who are suffering from hypothermia, are rescued with the rescue hoist.

K The Rega drone in figures

60 km/h is how fast the drone flies during a search flight.

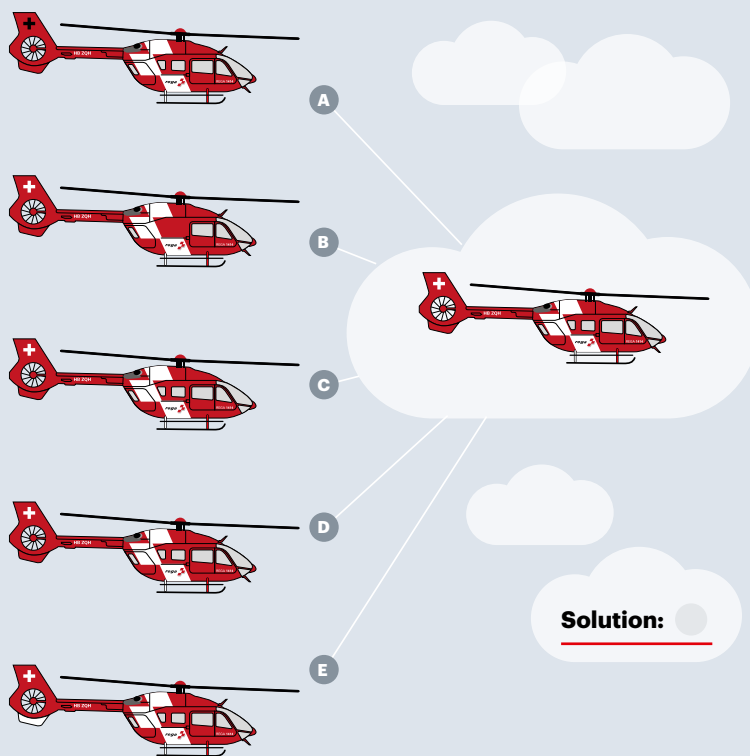
2.2 metres – that is the diameter of the rotor blades.

16 sq. km is the size of the area that can be scanned in two hours.



Rega kids

Competition The five helicopters are all slightly different. Only one is exactly the same as the helicopter in the cloud. Which one is it? Note down the letter in the field marked "Solution".

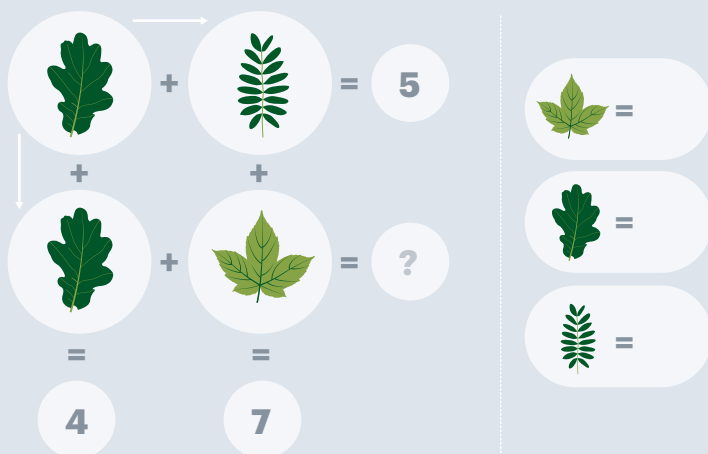


Sort out Cross out the objects that don't belong in the first aid kit.



29

Leaf puzzle Solve the puzzle by finding out which number belongs to which leaf.



Competition

Write the solution on a postcard and send by 31 July 2022 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 "Da Vinci" beach towel worth CHF 29.-.

We're keeping our fingers crossed for you!



Solution from No. 97: C 1

Each of the following has won a Rega shoulder bag:

J. Gisler, Satigny | M. Bollmann, Epagny | G. Cerf, Delémont | S. Meister, Egg bei Zürich | J. Steurer, Meggen | L. Neuenschwander, Spiegel bei Bern | R. Kläy, Diemerswil | L. Rusch, St. Gallen | M. Koska, Gordola | E. Romano, Bellinzona

Congratulations!



Knowledge

30

Anyone can become ill during their travels. But you can take steps to ensure that you enjoy your holiday.

Summer, sun, mountains, beach – you have been looking forward to your hard-earned vacation for weeks, but no sooner have you arrived than you fall ill. Being unwell on holiday can ruin what should be the happiest time of the year. Stomach bugs, allergies or sunburn – the climate and hygiene at foreign holiday destinations are often very different from what we are used to at home. Moreover, it is a proven fact that accidents happen more frequently on vacation – not because we take less care, but because on holiday we are often more active than in everyday life and we take part in activities that we rarely or never do at home.

Start preparing for your trip early on

What precautions can you take and what should you do if despite everything you fall ill while you are

abroad? Depending on the destination, good travel preparation starts weeks or even months before the start of the trip. Find out about the climate, common illnesses and any vaccination requirements for the region you wish to visit. Information on the necessary vaccinations and other medical advice for the country you are travelling to are available, among others, from your GP, the Federal Office of Public Health or healthytravel.ch, an online platform run by the Swiss Expert Committee for Travel Medicine. It is also advisable to take the opportunity to check your insurance cover for sickness and accidents abroad. Consider early on taking out supplementary or travel insurance or road assistance cover and check the validity of your Rega patronage. Also, do not forget to read the small print on your insurance policies, such as any coverage exclusions.

After you have obtained all the necessary information, you can compile your personal travel first aid kit. The contents depend very much on the type of holiday and your destination, how long you are staying, and what activities you intend to do while you are there. Therefore, it is difficult to make general recommendations.

Medication in your hand luggage

Despite this, we have compiled for you a list of medicaments that belong in every travel first aid kit (see box). If you suffer from a specific illness and have to take medication, it is important to carry a sufficient quantity with you in your hand luggage. If you take any medication that falls under the Federal Narcotics Act, we strongly advise you to find out before you travel whether you are allowed to take it into the country and what conditions apply. Your GP will be pleased to advise you.

Protect your skin

Once you have arrived at your holiday destination, a little thought and care can go a long way towards ensuring that the best weeks of the year go off without a hitch. Make sure you use sunscreen with a sufficiently high sun protection factor; depending on the country (e.g. Australia or New Zealand), the local recommendation may well be considerably higher than at home (SPF 50–70). Insect bites and stings can be avoided by wearing appropriate clothing and applying insect repellent. Even minor injuries should be consistently and repeatedly disinfected and itchy skin treated with remedies that have a soothing, anti-irritant effect.

Cook, boil, peel

One of the most common conditions that afflicts holidaymakers is traveller's diarrhoea, which is caused by a

Rega tip

“Check the contents of your travel first aid kit before every trip.”

change in diet and exposure to bacteria and viruses to which their body is not accustomed. While traveller's diarrhoea is very unpleasant, in most cases it proceeds without complication and subsides by itself after three or four days. The main treatment is to compensate for the loss of fluids and salt. To avoid getting diarrhoea in the first place, it helps to adhere to the saying: “Cook it, boil it, peel it or forget it!”

And if, despite all the precautions you have taken, you become seriously ill, Rega is there for you around the clock, including when you are abroad. Give us a call if you suffer a medical prob-

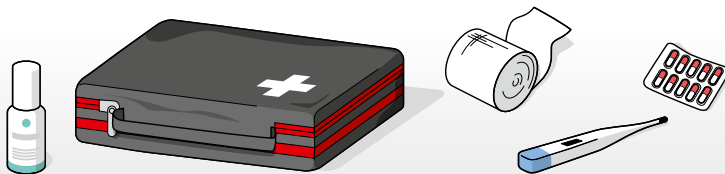
lem abroad and are not sure what to do. In many cases, our medical consultants can already help you over the phone. Or we will arrange for you to fly home in the Rega jet or on board a scheduled aircraft accompanied by a member of Rega's medical staff. We wish you a wonderful and relaxing summer and, above all, an accident- and illness-free vacation.

Karin Hörhager

► Information on vaccinations and health advice

is available from the Federal Office of Public Health, www.bag.admin.ch, or at www.healthytravel.ch

K Basic travel first aid kit



- Personal medication
- Pain relief, fever-reducing medication
- Antiseptic lotion/wipes, hand sanitiser
- Wound dressings and gauze
- Elasticated bandage wrap
- Adhesive plasters
- Scissors, tweezers
- Thermometer in a non-breakable case

Medication for:

- Colds, coughs, etc.
- Skin irritation/itching, allergies, etc.
- Insect bites/stings
- Travel sickness, nausea, vomiting
- Diarrhoea

When travelling to malaria regions :

- Prophylactic medication or emergency supply
- Strong insect repellent
- Mosquito net

► The **Rega outdoor first aid kit** contains most of the necessary items for a travel first aid kit and has enough room for your own medication, too (available in the Rega Shop, page 33).

Raising the alarm correctly



Rega emergency number from abroad
+41 333 333 333

1 Contact person

Full name, phone number, e-mail address, availability

2 Information about the patient

Full name, date of birth, home address

3 Patient's present whereabouts

Address of hospital/ward, phone number, e-mail address

4 Doctor in attendance abroad

Full name, language(s) spoken, phone number, e-mail address

5 Patient's condition

Unconscious, mechanically ventilated, suspected diagnosis

6 Cause

What happened, when and where?



Daniel Allenbach,
freiwilliger Rotkreuz-Fahrer

**«Ich bin Fan vom Roten Kreuz.
Gemeinsam bringen wir
Menschen sicher ans Ziel.»**

Engagieren Sie sich:
redcross.ch

Daniel Allenbach schenkt verletzlichen Menschen als freiwilliger Rotkreuz-Fahrer Unabhängigkeit und ein Stück Freiheit. Engagieren auch Sie sich gemeinsam mit dem Roten Kreuz: Inspirationen und Möglichkeiten auf redcross.ch. Wir freuen uns auf Sie!

Schweizerisches Rotes Kreuz



Für mehr Menschlichkeit

Rega Shop

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

OUR
HIGH-
LIGHTS



33

1 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 x 112 cm (L x W)
- Weight: 1.2 kg

2 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 for up to 10 hours
- Preserves the flavour and freshness of your drink
- Capacity: 500 ml

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

NEW

3 Sports towel 19.—

Perfect for sports enthusiasts and travellers: the microfibre towel is lightweight (200g), absorbent and folds up small (an elasticated band holds it together). Packed in a practical mesh bag.

- Colour: grey
- Material: 80% polyester, 20% polyamide
- Dimensions: 130 x 70 cm (L x W)
- Wash separately at max. 30°C





4 Digital luggage scale 29.—

The digital display on this luggage scale shows how heavy your luggage is before you set off on your journey or check in for your return flight (max. weight 50 kg). The scale (approx. 16 x 10 cm in size) is made from robust plastic with a fabric strap.



7 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

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.



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.

BESTSELLER



8 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
- Hand disinfectant gel, 35 ml
- 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 x 4 m
- Self-adhesive bandage 6 cm x 3 m
- Gauze finger bandage 4 x 50 cm
- Set of wound closure strips 6 x 76 mm
- Set with scissors, tweezers and safety pin
- Roll of adhesive plaster to secure bandages 2.5 cm x 5 m
- Foil emergency blanket
- Storage container for medicaments
- First aid checklist
- External dimensions: 20 x 13 x 10 cm (L x W x D)
- Weight: 600 g



9 Headlamp 59.—

The multifunctional "Spot" headlamp from the Black Diamond brand brings light into the darkness – with two beams for close range and distance, as well as a red signal lamp. Adjustable head strap. Comes with a pouch to protect it from dust, sand and water.

- Brightness: 300 lumens
- Distance: up to 80 metres
- Burn time: between 30 hrs (300 lumens) and 125 hours (4 lumens)
- Blinking, dimming and strobe modes
- Memory mode
- Waterproof IPX8 standard
- 3 AAA batteries included
- Weight with batteries: 88 g
- Guarantee: 3 years

► **Free extra:** waterproof bag with a clasp closure



10 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.

CLASSIC



11 "Traveller" multitool by Victorinox 115.—

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

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



12 Daypack 79.—

The sporty day rucksack 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)



13 Rega trolley suitcase 119.—

The trolley case with an image of the Rega jet against a night-blue sky is not just a real eye-catcher, but a practical travel companion, too. The suitcase from the Swiss brand, Pack Easy, measures 55 × 36 × 22 cm and is suitable as hand luggage (check the regulations of the airline concerned).

- Front printed with the Rega Challenger 650 jet (back plain blue)
- Lined interior with 1 mesh compartment and 1 compartment with packing strap
- TSA combination lock
- 2-position telescopic pull handle
- 4 wheels
- Material: ABS/polycarbonate
- Volume: 43 litres
- Dimensions: 55 × 36 × 22 cm (H × W × D)
- Weight: 2.5 kg
- Warranty: 5 years

For the youngest Rega fans

NEW

**14 "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: 140 x 70 cm (L x W)
- Wash at max. 40°C



Online Shop

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

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 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

Family name _____

First name _____

Street/No. _____

Postcode/Town _____

Phone no. _____

Patron no. _____

Signature _____

Thank you for your order.

For the youngest Rega fans



15



16

15 Jet soft toy 15.—

Rega toy for young children to play with and cuddle. The ambulance jet is 9 cm high and 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.

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.



18

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	Picnic blanket/Cool bag	49.—	_____	90088
2	Insulated drinking bottle	29.—	_____	90091
3	Sports towel	19.—	_____	30059
4	Digital luggage scale	29.—	_____	90039
5	Challenger 650	29.—	_____	50020
6	Airbus Helicopters H145	29.—	_____	50018
7	Sunglasses	119.—	_____	90087
8	Outdoor first aid kit	89.—	_____	90080
9	Headlamp	59.—	_____	90079
10	Capcool	39.—	_____	30050
11	Victorinox "Traveller" multitool	115.—	_____	90082
12	Daypack	79.—	_____	90076
13	Rega trolley suitcase	119.—	_____	90070

No.	Article	Price (CHF)	Amount	Ref.
For the youngest Rega fans				
14	"Da Vinci" beach towel	29.—	_____	30060
15	Jet soft toy	15.—	_____	50022
16	Teddy bear	35.—	_____	40037
17	Globi storybook, in German	25.—	_____	40040
18	Globi colouring book, 6 pictures	5.—	_____	40038

70 years of Rega

Since 1952, Rega has been bringing medical assistance by air to people in distress. This is possible thanks to your support. We would like to say thank you and celebrate our milestone anniversary together with you.



Swiss Air-Rescue was founded on 27 April 1952. Now, 70 years later, Rega can count on the support of more than 3.6 million patrons and helps on average 34 people per day.

Open days and anniversary events

We would like to thank you for this token of confidence by giving you the opportunity to take a look behind the scenes at Rega: at the Open Days in Berne, Locarno and Sion, as well as at several smaller events in various regions of Switzerland, you can find out more about Rega's activities and employees.

► You can find out when and where you can experience Rega

at www.rega.ch/70years

Emergency numbers

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

Patronage Centre

Changes to patronage 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

Rega Shop

Website www.rega.ch/shop
 Tel. Switzerland **0848 514 514**
 Tel. international **+41 848 514 514**

General information

Website www.rega.ch