

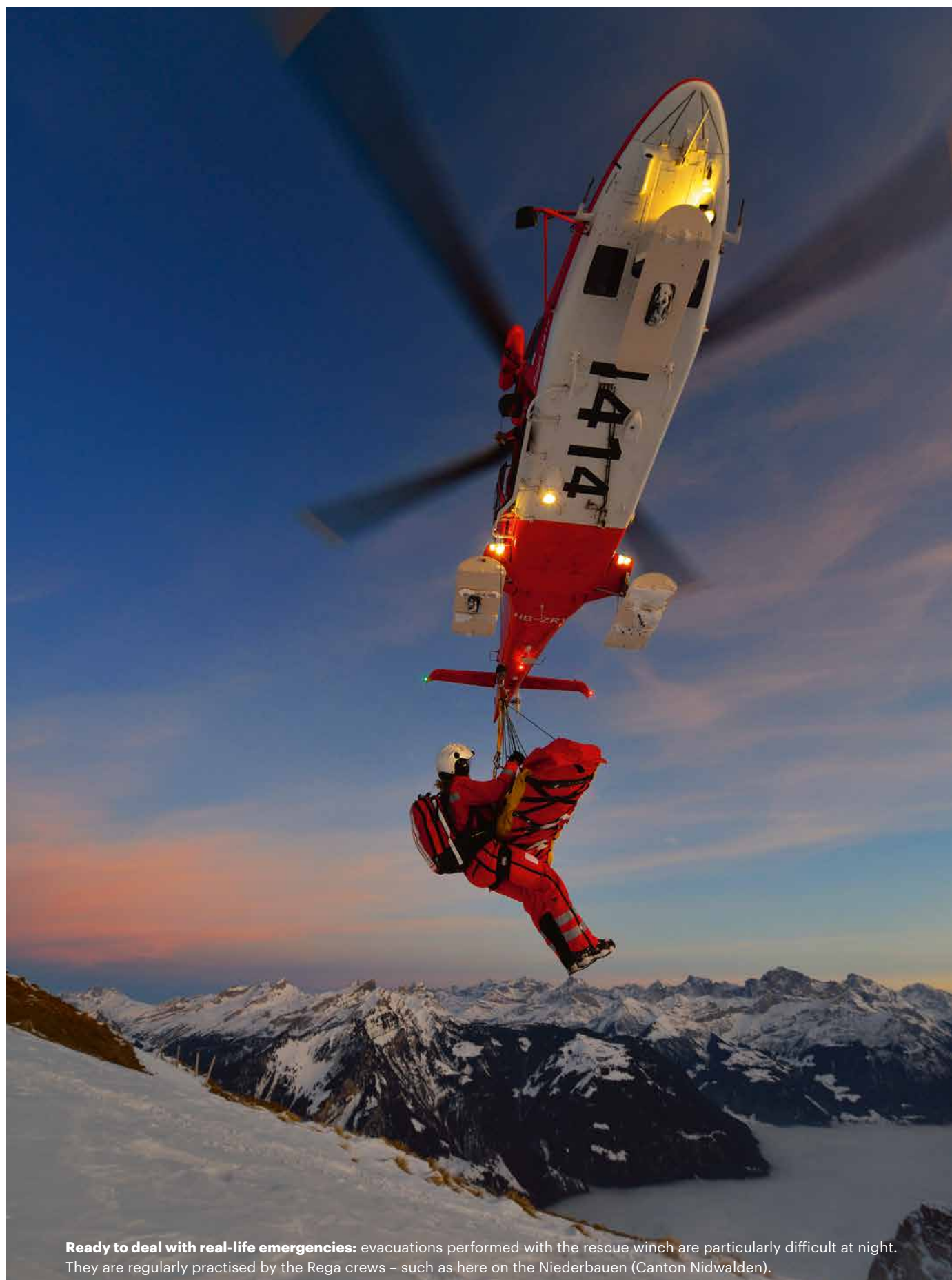
Horizons **A major first for a tiny patient** Why premature baby Daris' flight in the transport incubator was an unforgettable experience for Rega **8**

Encounters **In the fight against hypothermia** When Rega emergency flight physician Floris Tichler is on a mission in the Engadin, the cold is a serious adversary **26**



Teamwork to the power of three

Things are not looking good for the injured climber. He is lying in the rocky terrain of the Gastlosen mountain range with a broken back. But Rega's rescue crews are well prepared to deal with difficult locations such as this one. **22**



Ready to deal with real-life emergencies: evacuations performed with the rescue winch are particularly difficult at night. They are regularly practised by the Rega crews – such as here on the Niederbauen (Canton Nidwalden).

“We need happy stories.”

Sascha Hardegger
Editor-in-Chief



Dear Readers

In “1414”, we regularly bring you reports about those moments when Rega is able to make a difference. It is in the nature of this magazine to show you what Rega does, how it rescues people, how it supports its patients in adverse situations, and how in the eyes of the people it is helping to perhaps even make the impossible possible.

But there are other moments when Rega itself is at a loss. In August, our world briefly stood still on two separate occasions. The first was when we heard that a member of the Swiss Alpine Club SAC rescue team had fallen down the mountainside while out on a mission. He died shortly afterwards. And not long after that, when a Rega employee took his own life while in police custody. He was suspected of having offered to sell confidential information about Michael Schumacher’s medical condition to the media. While we can at least begin to comprehend the first death, we still find it impossible to entirely come to terms with the second. Our thoughts are with the relatives of both men.

The background to the two events could not be more different. What they both have in common, however, is the enormous human tragedy involved. And how they remind us of the fleetingness of a moment and of our own mortality.

Because we know that there are (too) many sad stories in life and in the world, it is important to us to report on moments of hope. On favourable moments that are seized to bring personal crises to a happy conclusion.

I wish you many moments of warmth in the coming cold months.



4

26

In the fight against hypothermia



8

Advances for premature and newborn babies



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Dream job pilot

Rega Magazine 1414 | Issue 83, November 2014 | Published twice a year | Total circulation 1.8 million

Publisher

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

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Concept / Design / Prepress

Source Associates AG, Zurich

Production

tutto fatto, Zurich

Print

Swissprinters, Zofingen

Reprints with sources indicated.



6 Take off into the world of Rega.

Horizons

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- 18 In focus:** equipment and operational possibilities of a Rega ambulance jet.
- 20 Ten years after the wave** – a look back at the largest mission in Rega's history.

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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 at our website www.rega.ch or on www.facebook.com/reg1414.

Encounters

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Take off

In brief

6

Are you aware of how your estate will be distributed after your death?

With the instant inheritance check on our website, you can find out within a matter of minutes how your estate will be disposed of after your death, both with and without a will. You can also discover the size of the so-called 'freely disposable portion' if you draw up a will. You are free to leave this amount to whomever you wish without infringing Swiss inheritance law – and thus name other relatives, friends or non-profit organisations as additional beneficiaries.

www.bequests.rega.ch

First aid in your pocket



The first aid app developed by the Swiss Red Cross provides clear and precise step-by-step

instructions on how to deal with a wide variety of emergency situations. Some measures are explained in the form of a video clip. You can also learn some basic first aid skills and test your new-found knowledge in a quiz. The first aid app is available for iPhone and Android and can be downloaded free of charge from the appropriate app store.



Immediate assistance after tour bus accident in Norway

The deployment of Rega's resources once again proved its worth: at the end of July, a tour bus carrying 17 Swiss tourists was involved in an accident near Trondheim, Norway. A number of passengers were injured, three of them fatally. That same evening, a Rega ambulance jet took off for Norway. On board were an extended crew comprising two flight physicians, an intensive care nurse and a flight coordinator, whose task it was to look after the patients on location and arrange for them to be repatriated to Switzerland as quickly as possible.



Eminent visitor at the Rega helicopter base in Berne

In June, Crown Prince Nahurito of Japan paid an official visit to the City of Berne to mark the 150th anniversary of diplomatic relations between Japan and Switzerland. At his request, the Crown Prince (depicted here with Management Board member Corine Blesi and base manager Bruno Wiederkehr) visited the Rega base in Berne, where he was shown around the facility and learnt about missions using the rescue winch.

Rega wishes you an accident-free New Year!

In 2015, our Rega calendar will once again accompany you through the year, month by month – with spectacular scenes captured on camera by Rega staff during their everyday rescue missions.

► Orders via the Rega Shop, from page 33



Discover Rega wherever you are

Do you spend a lot of time surfing using your smartphone or tablet? Rega's website has now been optimised for mobile devices too. The layout is automatically adapted to match the size and shape of the screen the user is viewing, ensuring that the content is still easy to read. To enable you to access our online information even more easily, the relevant articles in our Magazine are marked with a QR code. Simply open the appropriate app on your device, scan the QR code and discover Rega wherever you are!

QR apps for iPhone, Android or Windows Phone can be downloaded free of charge from the appropriate app store. Try searching for 'QR scanner'.

The numbers in this issue:

200,000

Swiss francs is the cost of Rega's latest acquisition: an incubator that can be employed in both helicopter types and in the ambulance jets to transfer premature and newborn babies.

455

patients have been transported so far this year by the helicopter crew from the Samedan base.

104.5

hours in ten days – that is how long our ambulance jets were in the air after the devastating tsunami disaster in December 2004. Rega's medical teams accompanied a total of 67 patients back home to Switzerland.

Four helicopters on the scene at the same time



In August 2014, four Rega rescue helicopters were in operation at the same accident site: several carriages of the Rhaetian Railway had been derailed by a landslide near Tiefencastel (GR). Rega immediately dispatched two helicopters to the accident site to evacuate the patients, some of them seriously injured, from the steep, rough terrain using a rescue winch. Two additional helicopters waited at an intermediary landing site nearby to swiftly fly the casualties to hospital.

Barry's successors

Barry, the world's most famous rescue dog, died 200 years ago. An exhibition at the Natural History Museum in Berne is currently exploring the heroic deeds attributed to this extraordinary St. Bernard and reveals which stories are true and which are myth. Alpine Rescue Switzerland will be demonstrating live what rescue dogs are capable of doing today on 15 & 18 February, from 2.00pm.

www.barry.museum





Daris makes Rega history

Up to 300 premature and newborn babies are transported by Rega's ambulance jets and rescue helicopters every year. Nevertheless, Daris' first flight was a very special premiere for us too.

Ambu
✚

228

missions transporting premature and newborn babies were flown by Rega in 2013.

“All the best, little chap, and come and visit us when you’re older,” says Dr André Keisker. As if to say goodbye, the “little chap” tightens his tiny hand around the Rega doctor’s thumb. On the Neonatology ward – the ward for premature babies – at the Children’s Hospital of Eastern Switzerland in St. Gallen, the Rega crew take their leave of Daris, their tiny patient. Just hours earlier they were collecting him from Villach in Austria, now they are already saying their farewells. No easy task, for all the crew have become visibly attached to baby Daris in those few short hours.

Daris’ parents had been on their way back home from their vacation when their baby was born on 8 August 2014, a few weeks early and weighing just 1,900 grams. Baby Daris spent the first days of his life in Austria, at Villach Regional Hospital. As soon as his condition was stable – the doctors had to treat an infection and wait out the critical initial phase after the birth – the decision was made to fly mother and child home to Switzerland by Rega ambulance jet for further treatment.

Close cooperation with teams of specialists

“With premature babies, the very fine blood vessels in the brain are still developing and are extremely prone to bleeding,” Dr André Keisker explains to the young mother on his arrival in Villach. “That’s why we want to avoid any unnecessary movements or vibrations and have opted for the Rega jet rather than a lengthy journey by ambulance.” Rega’s ambulance jets and helicopters transport newborn and premature babies around 300 times a year. These missions present a challenge of a very special kind. The medical care of newborn babies cannot be compared with that of adults, for the demands on the attending physician and the nursing staff are quite different. These transports are therefore accompanied by a team specialising in neonatal medicine, comprising a neonatologist and a neonatal nurse. Rega has its very own paediatrician in its deputy medical director, Dr André Keisker,



who is able to accompany these highly specialised missions himself. Clinics such as the University Children’s Hospital Zurich also supply Rega with specialist teams.

Little Daris has three medical experts attending to him during his flight to Switzerland: working alongside André Keisker and Rega intensive care flight nurse Thomas Burren is Lena Tuttas, a neonatal nurse from the Children’s Hospital in Zurich. It is also Lena who, together with the Rega physician, examines the infant at the hospital in Villach and connects him up to the various monitors that will keep check on his vital functions during the flight. “Taking charge of the patient at the hospital is an important moment,” says Keisker. “From this point onwards we assume responsibility, and we need to be briefed on all the details of what has happened since the patient’s arrival in hospital.”

Connecting the baby to the monitors may seem very technical, but the care he receives on board the aircraft is always very kind and gentle. After all, it is impossible to explain to Daris what is happening; all the crew can do is let him know, through small gestures and touch, that it is all in his best interests. And it



An adventurous start in life: during the flight, Rega physician André Keisker monitors all of baby Daris' vital functions.

works. Without making a fuss, the tiny patient lets Lena Tuttas fit the small yellow protectors over his ears to ensure that his hearing is not damaged by the noise inside the ambulance jet.

Gentle transport in an artificial womb

Transporting premature and newborn babies poses a special challenge not just in terms of the crew. While adults and children lie on stretchers installed in the aircraft, premature and newborn babies need to travel in a special transport incubator – a kind of artificial womb. Here, too, Rega works closely with the relevant paediatric hospitals. What Daris does not know is that his imminent flight to Altenrhein (Canton St. Gallen) is a premiere not just for him, but also for Rega. The incubator he is lying in is brand new and being used for the very first time. At around CHF 200,000 each, transport incubators are expensive and few are available. In an effort to increase the present capacities in Switzerland and also offer its youngest patients the best possible medical care, Rega has invested in a unit of its own. The new incubator was purchased at the same time as two new units for Zurich Children's Hospital as part of a joint project. ▶

K The specialists from Rega's own engineering office

Projects like the purchase of the transport incubator are lengthy and highly complex: the equipment needs to be able to be used in all three Rega aircraft – the Challenger CL-604 ambulance jet and the two types of helicopter, the EC 145 and the AgustaWestland Da Vinci. In addition, the needs of Rega's various operational partners, such as hospitals and ambulance services, must be taken into account. They use systems from a variety of manufacturers, which are either incompatible with each other or only compatible to a limited extent. In the interests of patient safety, it is therefore also up to Rega to ensure that its medical equipment offers an appropriate degree of compatibility.

11



Having set up its own design organisation in 2011, Rega is today in a position to carry out and certify modifications and repairs on its aircraft within a defined scope. Thus it was possible for the fastening and connecting systems on the new transport incubator to be developed, manufactured in collaboration with specialist partners from the aviation industry, and certified according to the guidelines of the European Aviation Safety Agency, EASA.

Patrons and patients alike benefit doubly from Rega's own design organisation, as it both cuts costs and allows new innovations to be more quickly implemented. The example of baby Daris' successful transport clearly illustrates why it is well worth investing in innovation and progress.



12

The best possible medical care: Rega's transport incubator for premature and newborn babies is one of just a handful in Switzerland.

Thanks to the new incubator, Rega is now able to transport its youngest patients more gently than ever before.



Accompany Daris on his first flight at www.daris.rega.ch



A successful premiere – for both Daris and Rega
This procurement project was a highly complex undertaking, particularly for Rega. The incubators must be able to be used in all of Rega's aircraft (see illustration, right) and also meet all the safety regulations for flight operations. Modifications needed to be made to the aircraft and subsequently certified before Rega was permitted to carry these youngest patients on board.

So it was that Daris made Rega history on his flight from Villach to Altenrhein. It was a big day for Dr André Keisker too, who not only accompanied the inaugural flight as attending physician, but was also in charge of the procurement project for Rega. It had been "a major undertaking", says Keisker, recalling the project that took more than two years to complete. "So I'm particularly pleased that everything went smoothly and that we can now transport our youngest patients more gently than ever before." With the yellow mini-protectors fitted over his ears, Daris lies cocooned in the new transport incubator, and takes the drive to Klagenfurt by ambulance, the short flight to Altenrhein Airport and the last leg of the journey by ambulance to the Children's Hospital in St. Gallen in his stride.

Mother and baby have to spend a few more days in hospital before Daris is allowed home

for the first time. He certainly had a very adventurous start in life, and we send Daris our very best wishes for the future!

Karin Hörhager



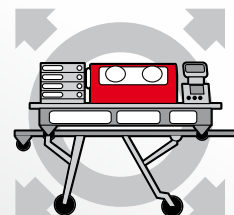
Usage possibilities of the new Rega incubator



Rega ambulance jet



Rega Da Vinci helicopter



Rega incubator



Rega EC 145 helicopter



Ambulances and hospitals

24h Rega

Philipp Simmen, 36, pilot and Jet Evaluation project leader

His big dream was to be able to fly: “according to my parents, I have wanted to be a pilot ever since I could talk”. Philipp Simmen commenced his career in aviation while still a teenager.

Philipp Simmen has made his greatest dream come true: at the age of 20, the machine mechanic qualified as a professional pilot and has been flying for Rega for the last 11 years. “For a jet pilot, there is probably nowhere else where the variation is as great as it is here”, he says. Almost every day, his flight plan takes him to another corner of the globe. “Today I’m off to fetch a baby from Kangerlussuaq, a small village in Greenland with just 500 inhabitants; the day after tomorrow I’ll be heading across the Alps to Bolzano and then on to Cairns in Australia to repatriate a family that has suffered an accident.”

However, it is not just the mix of short and long haul flights that appeals to Simmen, but also the immediacy, the absolute proximity to life and death. “The many out-of-the-ordinary fates that you encounter on a daily basis make you look at things from a different perspective,” he explains. The cockpit of the Rega ambulance jet has no doors. The pilots experience at first hand what is happening in the cabin. Occasionally they even have to help out if the two medical crew members need an extra pair of hands.

“If I’m on standby, I can spend the time at home with my family. When



an emergency call comes in, I have to be at Zurich Airport and ready for action within an hour.”

If he is not out on a mission, Philipp Simmen uses the time to practise sport. In fact, he met the love of his life while working part-time as a fitness instructor. Now he and Daniela are married and are kept very busy with their two children, Jaël (3) and Aline (1). Not that his family get to see very much of him at the moment.



At Rega, pilots do not just fly patients from A to B. They also help to load them in and out of the aircraft and assist the medical team wherever they can.

For Simmen is in charge of the plans to replace Rega’s ambulance jet fleet – one of Rega’s largest and most important projects. “At some stage, my childhood dream of being a pilot faded somewhat,” he explains. “I wanted to look behind the scenes of the pilot’s day-to-day activities.” And so, at the age of 28, he became deputy senior pilot and at the same time spent four years studying business administration – “to broaden my horizons”. Nevertheless, he still enjoys flying: “I can’t imagine a better way to balance out working in an office.”

Ariane Lendenmann

Read more on page 14 ►

“The medical staff, pilots and engineers all have a say in determining the new jet type.”



▲ Standby duty: the Operations Centre wakes Philipp Simmen at his home in Neerach (Canton Zurich) at 4.00am. He goes to work by bike. In Cagliari (Italy), a seriously injured patient is waiting to be flown back to Switzerland.

◀ Flight information: the dispatcher provides all the necessary flight data for the mission – including flight route, weather, amount of kerosene required and state of the runway.



◀ Briefing: the cockpit crew discusses the forthcoming mission and the patient's condition with the flight coordinator, flight physician and intensive care nurse.

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▲ Outside check: are there any cracks in the tyres? Are all the flaps closed? As 'Pilot Flying', Simmen checks the Challenger CL-604 ambulance jet for any visible damage.



◀ Take-off briefing: shortly before the jet takes off, the cockpit crew check all the aircraft systems and define the allocation of tasks in the event of a serious technical problem arising during or just after take-off.



◀ Unfolding the special loading/unloading ramp: already back in Zurich, Philipp Simmen parks the jet directly in the hangar, where an ambulance is ready waiting to pick up the patient from Cagliari.

▼ Evaluation of Rega's future jet: due to its age, the CL-604 requires more frequent servicing and needs to be replaced. Project leader Philipp Simmen discusses patient-friendly cabin configurations with his boss.

11:15



14:10

◀ Instructions to the aircraft outfitter: the design of the intensive care units in line with patients' needs is a particularly demanding task. Parallel to this, the requirements of Rega's physicians, nursing staff, pilots and engineers also need to be met.

15



15:15

► End of the working day for the family man: the amount of time a Rega pilot on standby can spend with his family depends on the missions. "Unfortunately, as a project leader working office hours I see my daughters Jaël and Aline less frequently than when I'm serving as a pilot."



17:20



Mammut – offizieller Ausstatter der Rega-Helikopter-Crews

Von Profis für Profis

Mammut hat in enger Zusammenarbeit mit der Rega die neue Einsatzbekleidung für die Helikopter-Crews entwickelt und produziert. In der Rettung wie im Bergsport sind Spitzenleistungen unter härtesten Bedingungen nur dank Ausrüstung von höchster Qualität und optimaler Funktionalität möglich. Deshalb verlässt sich die Rega auf Produkte von Mammut: www.mammut.ch



MAMMUT
Absolute alpine.

Opinion

Ernst Kohler

“Striving for the very best is in Rega’s genes. We do whatever we can, in fact just about everything, to achieve it. Of course, we don’t always completely succeed, but that isn’t the key issue here.”



17

Improving air rescue is one of Rega’s most important tasks. At the beginning, in the 1950s, it was a matter of finding suitable resources, not the optimal ones. The question back then was not what is possible at what price, but what is possible at all.

Much has changed since then. The structures have been adjusted. In its early days, Rega was still a section of the Swiss life-saving association; later it became an independent association and thereafter a not-for-profit foundation. There has been massive development in its resources – from parachutes and light aircraft to state-of-the-art rescue helicopters and ambulance jets equipped with every technical aid conceivable. Progress has also been made in the field of medicine: from the responsible but medically straightforward job of administering first aid right through to highly complex medical transports that even the greatest visionary would never have dreamed possible just three decades ago. During this time, Rega has continued to adapt and change.

For several months now, we have been examining very intensively the question as to which is the right type of helicopter for the air rescue services of tomorrow. Or what the next generation of ambulance jets to fly casualties home from all over the world will look like. Or how we can get help to people by air even in

adverse weather. In essence, we are still driven by the same question as over sixty years ago: how can we use the latest technology safely and reliably to improve the medical care we provide to our patients?

We are absolutely convinced that there must be progress, and that new solutions must also generate the value added that is always being talked about. We strive for the very best, looking for perfect solutions. We do whatever we can, in fact just about everything, to find them. Of course, we don’t always completely succeed, but that isn’t the key issue here: the experience gained takes us another step forward.

Rega is occasionally misunderstood in this regard. Our search for the very best solutions does not mean overturning proven ones at any price and blindly bowing to progress. But we do believe that the rapid technical and medical advances that are currently being made must have a positive effect on the care we provide to our patients. In other words, the attitude “because that’s the way we’ve always done it” is not in Rega’s genes. To carry on doing the same thing forever, simply because it is the tried and tested way, is to underestimate the danger of standing still. As Philip Rosenthal wisely put it: “He who stops getting better, has stopped being good.”

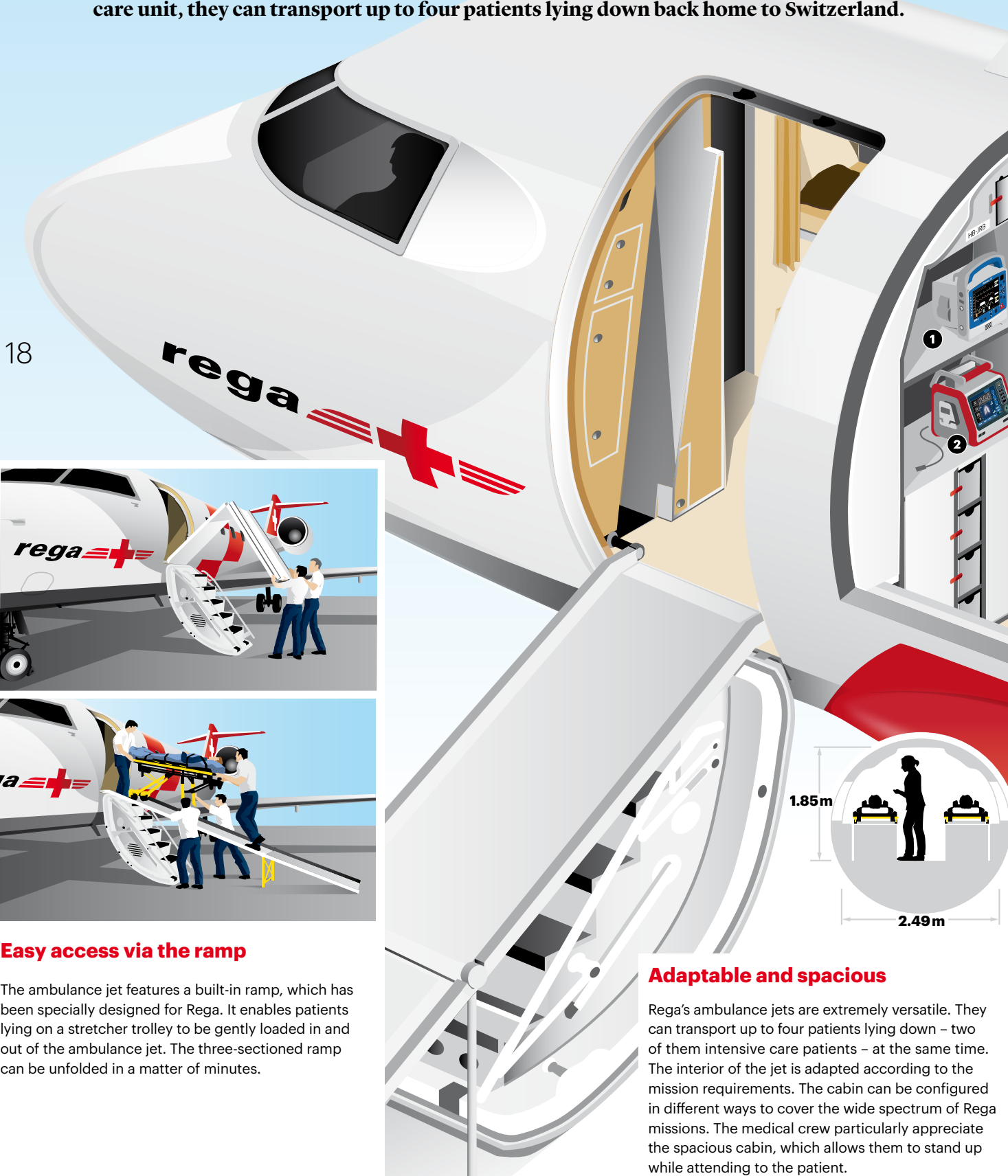
It is not a question of overturning proven solutions at any price. But we do believe that the current rapid advances must have a positive effect on the care we provide to our patients.



Ernst Kohler, 51, has been CEO of Rega since 2006. The former airport manager and mountain guide has four children and lives in the Lucerne region.

The Rega jet

Rega's three Challenger CL-604 ambulance jets are in operation all over the world, coming to the aid of seriously ill or injured Swiss citizens. Equipped as an intensive care unit, they can transport up to four patients lying down back home to Switzerland.



Easy access via the ramp

The ambulance jet features a built-in ramp, which has been specially designed for Rega. It enables patients lying on a stretcher trolley to be gently loaded in and out of the ambulance jet. The three-sectioned ramp can be unfolded in a matter of minutes.

Adaptable and spacious

Rega's ambulance jets are extremely versatile. They can transport up to four patients lying down – two of them intensive care patients – at the same time. The interior of the jet is adapted according to the mission requirements. The cabin can be configured in different ways to cover the wide spectrum of Rega missions. The medical crew particularly appreciate the spacious cabin, which allows them to stand up while attending to the patient.

Technical data

Wing span:	19.61m
Length:	20.86m
Height:	6.40m
Max. take-off weight:	21,863 kg
Cruising speed:	850 km/h

In operation around the world

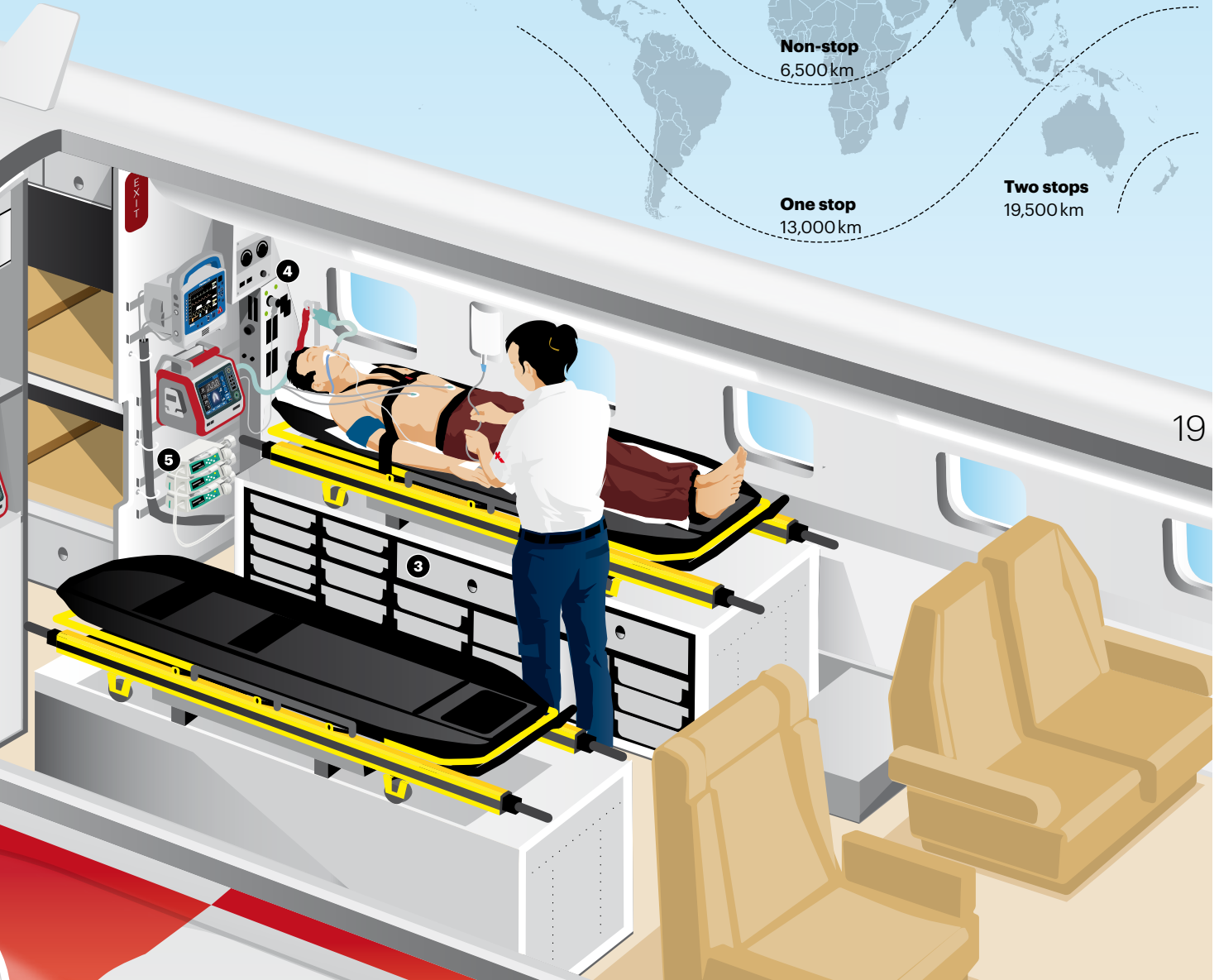
Range of the Challenger CL-604

Zurich

Non-stop
6,500 km

One stop
13,000 km

Two stops
19,500 km



Equipped as an intensive care unit

- 1 A multifunctional **monitoring device** checks the pulse, blood pressure, heart and blood circulation and records key indicators relating to breathing (the blood oxygen level and the amount of carbon dioxide delivered to the lungs). The machine also serves as a **defibrillator** and external **pacemaker**.
- 2 The portable **respirator** supports mechanically ventilated patients and automatically adapts to the patient's needs. The oxygen is supplied via various connection points on the wall of the aircraft.
- 3 Besides two **suction pumps** for ventilated patients, each Rega jet carries a wide assortment of **medicaments, syringes, infusions** and other medical supplies.
- 4 Over 16,000 litres of **oxygen** are carried on every flight, 3,000 litres of which are stored in transportable **oxygen cylinders**.
- 5 A **syringe pump** allows drugs to be dispensed precisely.

Illustration: Daniel Karrer, Zurich



Take a look round the cabin and cockpit of our CL-604 ambulance jet with the panorama viewer: www.panorama.rega.ch





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After the wave

Ten years ago, the tsunami brought misery and devastation to Southeast Asia. We take a look back at the largest mission in Rega's history that was carried out abroad.

The images of the despair and destruction are still present in the Rega rescuers' minds today.

On 26 December 2004, a tsunami of devastating proportions swept over Southeast Asia. The flood waves swallowed entire stretches of coast, wiped out hundreds of thousands of lives, and left countless people injured. Helpers and survivors battled against the despair and devastation until they were ready to drop. Rega was also to face a challenge that it had seldom experienced before.

A rescue flight into the unknown

Just a few hours after reports of the tsunami disaster reached the Rega Operations Centre

at Zurich Airport, a Rega ambulance jet with three pilots, three flight nurses and three doctors on board took off for Southern Thailand. Olivier Seiler, senior physician at Rega, was among the first crew to set off for the crisis region: "We had no idea what awaited us. All we had was a provisional list of patients and their presumed whereabouts."

Their first job on arriving in Thailand was to bring some order to the chaos. No easy undertaking. Rega's three medical teams split up. In the hospitals, they worked their way through mountains of patient records in search of injured Swiss citizens – which made the Rega rescuers' first encounters with their patients all the more emotional. "We deliberately took the time to listen to the tragic stories of these people – in the hope that it would help them deal with what they had experienced," Seiler recalls. Personal accounts that the Rega physician is just as unlikely to forget as the scenes of indescribable destruction that he witnessed.

Meanwhile, back at the Rega Centre in Zurich, this was also an extremely busy time

for the flight coordinators, with new reports of casualties in Thailand reaching them by the hour.

A feat of organisation

The flight coordinators in Switzerland held the reins, took charge of coordination with other emergency services, tour operators and insurance providers, and ultimately ensured that this large-scale operation proceeded without a hitch. Just a little over 24 hours after its arrival in Thailand, the Rega ambulance jet took off on its return journey to Zurich - carrying on board Swiss casualties from various regions of Southern Thailand. In the ten days after the disaster, Rega performed three more repatriation flights with its ambulance jets. Rega doctors and nurses also accompanied nine scheduled flights and other specially organised charter flights. On the ground in the crisis region, a total of 16 Rega medical teams cared



Dr Olivier Seiler
Rega senior physician

“All we had was a provisional list of patients and their presumed whereabouts.”

for the injured and flew 67 casualties back to Switzerland.

Rescue missions on a scale such as this are only possible with a well-functioning infrastructure, air ambulances equipped for long-haul flights and experienced crews. The tsunami may have pushed it emotionally and physically to its limits, but Rega’s tried and tested operational measures were able to withstand the flood.

Wanda Pfeifer

K Tsunami mission in figures

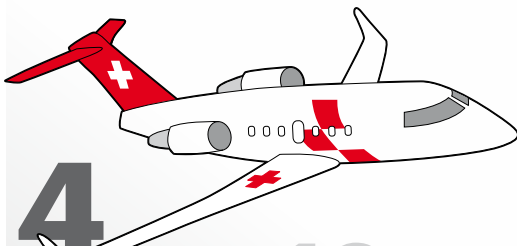
67

repatriated patients
(14 by Rega ambulance jet,
53 by scheduled aircraft –
12 lying and 41 sitting)



104.5

flight hours by Rega
ambulance jets



4

flights by Rega
ambulance jet

16

medical teams



1,200,000.-

total costs in Swiss francs,
including crews, etc.



Scene of destruction: the mission in the disaster area made enormous demands on the helpers too.



A well-functioning rescue chain: from Zurich, ground ambulances took the tsunami patients to suitable hospitals.



22

Perfect coordination: abrupt movements by the crew when entering or leaving the hovering helicopter can cause it to get into serious difficulties.



Brief discussion of the situation: the casualty is very carefully lifted onto the vacuum mattress. Every movement must be executed correctly and precisely.

Success founded on absolute trust

Matthieu Bach, a sport climber from Lausanne, has fallen ten metres suspended on his rope. His companion manages to abseil him down to the rock face and administer basic first aid to the injured man. The pain in Bach's chest and back is severe. He can still move his legs, but as an osteopath himself he knows that any false move could have devastating consequences. He is in urgent need of medical assistance.

The Gastlosen, a chain of imposing limestone mountains in the region bordering the cantons of Berne, Fribourg and Vaud, are an eldorado for climbers. "Unfortunately, the sheer number of climbers means that we are called out here relatively frequently and are therefore very familiar with the region," says Rega emergency flight physician Dr Michael Lehmann during the flight from the Rega base in Zweisimmen to the scene of the accident. Lehmann comes from Basel, where in addition to his activities as an emergency flight physician at Rega he is senior consultant in anaesthesia at the University Hospital Basel. The father of two is fit and has mountaineering

Matthieu Bach is lying with a broken back at the base of a column of rock. It takes absolute precision and teamwork from the Rega crew to prevent the worst.

23

experience – like all the emergency flight physicians serving at the Rega mountain bases. The pending evacuation of the critically injured Matthieu Bach will nevertheless stretch him and his colleagues to the limit.

The accident site is quickly located thanks to Bach's companion, who acted in an exemplary fashion in swiftly raising the alarm and giving the crew precise directions. The 36-year-old climber is lying in the steep and rocky terrain at the foot of the ill-fated climbing route; he has been provisionally attended to and wrapped up warm to protect him against the cold, which can rapidly cause the condition of an injured person to deteriorate dramatically. After initial reconnaissance from the air, Rega pilot Adrian von Siebenthal hovers above the site and sets down the physician close to the patient – landing in this terrain is out of the question. With less than a metre separating the rotor blades from the craggy rocks, this manoeuvre demands every last ounce of the pilot's skill. Lehmann carefully climbs out of the helicopter. Not only is the terrain very steep and ▶



Dr Michael Lehmann, 39
Rega emergency flight physician

"If you're under pressure, take it slowly."

When the rescue hoist is being used, the pilot cannot see the ground and has to blindly trust the instructions of his paramedic.

treacherous, but it is also vital to avoid sudden changes in the weight distribution of the helicopter. Abrupt movements are dangerous and could cause the helicopter and its crew to get into serious difficulties or even to crash. “It’s all a question of training and a deep sense of trust between the individual crew members,” the flight physician explains. With the most important medical utensils in his bag, he makes his way to Matthieu Bach.

“Qu’est-ce qui s’est passé?” Dr Michael Lehmann asks his Western Swiss patient how the accident happened. This information gives him a basic idea of the potential injuries. Meanwhile, the helicopter has left the scene and lands at the Soldatenhaus, one of three manned alpine huts in the region. The pilot has barely landed when the emergency flight physician calls for backup over the radio: “Can you bring Arno to me?” Arno Reichenbach, an experienced paramedic and as a native of the Saanenland region a proficient mountaineer, is

set down next to the patient in the same way as the doctor before him. Alone in the helicopter, pilot Adrian von Siebenthal returns to his temporary landing site, where he waits for news from his two colleagues.

Arno Reichenbach immediately understands why he has been called in: the emergency flight physician suspects that Bach has fractured his spine in the fall. The situation calls for the utmost care. The smallest movement could cause the fractured vertebrae to damage the bone marrow and leave the avid sports enthusiast with permanent injuries.

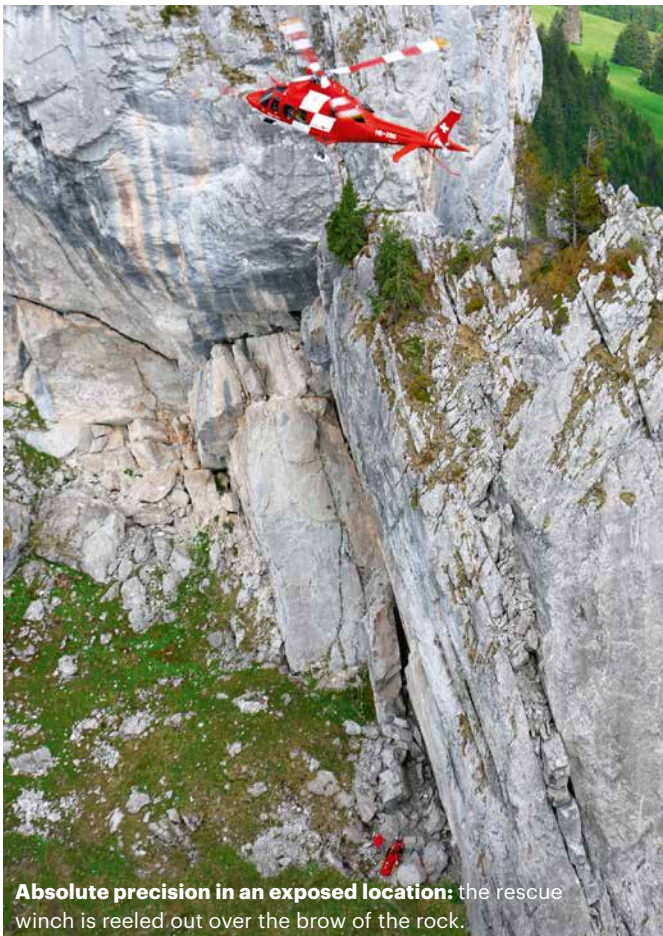
Bach is gently heaved into the recovery bag

Evacuating the patient in this harsh and rocky terrain is exacerbated by the 36-year-old’s height of almost two metres and not inconsiderable weight. Together the two crew members and Bach’s companion manage to carefully manoeuvre the patient into the recovery bag with its vacuum mattress, a procedure that takes thirty minutes. “If you’re under pressure, take it slowly” – this credo among the Rega crews is one that proves valuable not only on such challenging rescue missions.

Before Matthieu Bach can finally be lifted away from the wall, pilot von Siebenthal must first collect his paramedic, who is responsible for operating the rescue hoist. Once again the pilot works with absolute precision as he hovers over the site to pick up Arno Reichenbach: “One metre. Half a metre. Stop.” Reichenbach gives the pilot a series of short commands to guide him into the right position and then climbs carefully into the Da Vinci mountain helicopter. He is barely on board when the pilot swings the helicopter away from the rock face and together they prepare themselves for the imminent rescue with the hoist.

Trust in their mutual ability

The hoist is reeled out to seventy metres. Bach is lying directly under a slight overhang in the rock. Less than five metres away from the sheer cliff face, von Siebenthal holds his three-tonne helicopter steady. The position is exposed; a strong wind is blowing over the brow of the rock. Once more, Reichenbach guides him with absolute precision. “I have to blindly trust my



Absolute precision in an exposed location: the rescue winch is reeled out over the brow of the rock.



Tending to the patient in the air: the patient and emergency flight physician are flown on the end of the rescue hoist to the temporary landing site.

paramedic when we're using the hoist as I can't see the ground and have to fix a reference point on the rock face in front of me to maintain my altitude," von Siebenthal explains. The interaction between the two men works perfectly in spite of the strong wind, and down on the ground flight physician Lehmann is able to attach himself and the patient to the hook of the hoist.

Matthieu Bach is not alone in visibly heaving a sigh of relief when he is transferred from the rescue hoist into the helicopter on the temporary landing site at the Soldatenhaus and when Lehmann reassures him that everything has gone smoothly and that he is unlikely to have sustained any lasting injuries. It is always extremely satisfying to be able to get help to someone who urgently needs it, says Lehmann, who has been working for Rega for six years. "On your own, you're helpless. Such missions are only possible as a team and with absolute trust in the ability of the other members. That is something we train for and practise intensively."

Karin Hörhager



Witness how the Rega crew rescue Matthieu Bach from the Gastlosen: www.gastlosen.rega.ch



A Rega crew is much more than the sum of its members

The Rega helicopter crews regularly attend courses in **Aeromedical Crew Resource Management (ACRM)** in order to also improve their non-technical skills.

Pilots know how to fly their rescue helicopters and where the limits of aviation lie. Emergency flight physicians know what their patients need at any given time and how to provide them with the best possible medical care. Paramedics are an important link between the two, assisting both the emergency doctor and the pilot in their work. Every member of the crew is a specialist in his or her own field. **On a rescue mission, however, there is no room to go it alone. Teamwork is the only way to achieve the optimal outcome for the patient and guarantee the highest degree of safety.**

The ACRM courses are designed to train and continually improve this interaction between the crew members. They cover a variety of topics aimed at increasing both patient and flight safety. Good situ-

ational awareness helps crew members to maintain a clear overview of what is happening in critical contexts. Not only a sound safety culture, but also appropriate stress management and dealing with and learning from errors in a positive way, help to prevent incidents or accidents. **Communication and avoiding misunderstandings are essential for the success of a mission.** Equally important is a common understanding of teamwork, leadership and decision-making processes. In other words, ACRM comprises an all-encompassing **training programme to enhance performance and quality standards in air rescue, as well as to raise flight and patient safety. Training that is ultimately to everyone's benefit.**



Walter Schneibel, 57, Rega helicopter pilot and head of ACRM crew training

“At Rega, there’s no room to go it alone.”

Dr Floris Tichler is an emergency flight physician at Rega’s highest-altitude helicopter base in Samedan. Biting cold and the high alpine terrain put him and his colleagues to the test every day in the winter. This is where their improvisation skills come in.

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Floris Tichler, you have been an emergency flight physician at the Rega base in Samedan in the Engadin for over ten years. You and your crew members fly around 600 missions a year. That is a relatively small number compared to other Rega bases.

The geographical position and topography undoubtedly make the base in the Engadin something of a special case. In the summer and winter months, we are very much in demand and fly a lot of rescue missions. In between times, there are months in which our services are not required very often. All the same, I still feel it is important that, as Rega rescuers, we are standing by ready to quickly help people in a medical emergency during these months too.

Dr Floris Tichler, 56

“A well-functioning team is the basis of our work.”

It is simply part of the basic provision of medical services. Our missions at the Samedan base are very varied, and the medical challenges are great – mainly because of the high alpine location.

What are the most important characteristics of a Rega emergency flight physician?

You have to be a team player. A well-functioning team is the basis of our daily work at the helicopter base. At Rega, there is no room to go it alone. Of course, expertise is essential too, particularly as some missions call for improvisation, and you cannot do everything according to the textbook. Emergency flight physicians must therefore have a lot of specialist knowledge and plenty of common sense.

In addition to working for Rega, you are also senior consultant in

anaesthesia at the hospital in the Upper Engadin. Two different worlds?

The two roles complement each other in an optimal way and allow me to draw on my experiences “on both sides” in my work. What fascinates me most about Rega is working in a team, the diversity of the missions, being outdoors, and the satisfying feeling of doing something worthwhile. Of course, flying also has its attractions (laughs).

The Engadin is known for its cold winters. What does that mean for your work?

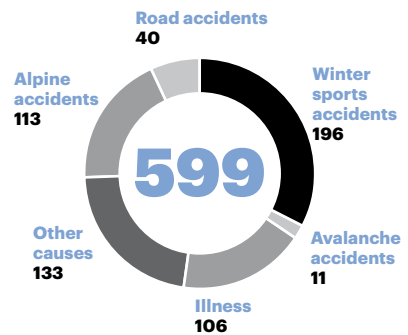
The cold has a significant impact on my work. For example, it makes no sense to remove a patient’s clothes for a full medical examination at temperatures below zero. Inserting an intravenous line can be challenging if the patient’s veins are not visible or your own fingers are numb from the cold. Many medical materials are made of plastic, which becomes stiff and brittle in the cold and are impossible to use. Medication freezes in the syringes and tubes. This is where our improvisation skills come in.

Have you ever suffered frostbite yourself or had to call off a mission because of adverse weather conditions?

Many of our doctors have had local frostbite – in their fingers and face. Personally, I once had a fairly lengthy wait for the rescue helicopter at an accident site at 3,500 metres in a bitterly cold wind, all because the weather had suddenly deteriorated in the middle of a mission. When I finally got on board, my cheeks and nose were white with cold. But



Rega base, Samedan no. of patients in 2013



we have never called off a mission because of the cold alone. Poor visibility and strong winds are the factors that hinder us most.

Do the rescuers in the Engadin have to be tougher and braver than elsewhere?

No. We are by no means heroes. We all want to return home to our families unscathed after work. We only go as far as our personal safety allows. Usually it is nature that sets the limits for us. That does not always make it easy. We know that somebody is in an emergency situation but are unable to help them, for instance because visibility is too poor to fly. All we can do then is accept nature’s dictates and hope that help can be provided in some other way, or that the weather improves. Playing the hero would not be professional, it would be foolish.

Interview: Karin Hörhager



More on the topic of hypothermia and how to protect yourself against it from page 30.

Swept away by an avalanche

During a ski tour in February, Martin de Nève from Lucerne fell when a snowdrift collapsed under him and was swept 300 metres down the mountainside. He was taken to hospital suffering from severe injuries and hypothermia. Ten operations later, he can now walk again without crutches – including in the mountains.



28

Campolungo (TI), 22.2.2014

“When we saw the accident site from the air, we had little hope that we would find the mountain climber alive,” recalls Boris Bottinelli, the paramedic from the Rega crew that flew over the Pizzo Campolungo after the avalanche accident. But suddenly he spotted an arm moving in the snow. Martin de Nève had heard the helicopter and was trying to attract its attention. By some miracle he had survived and was still conscious.

The experienced mountain climber from Nidwalden was making the ascent to the Pizzo Campolungo, accompanied by two friends. Sunshine and perfect snow conditions had promised an unforgettable day of ski touring. Just below the summit, de Nève continued alone to check if it was possible to reach the summit in view of the snowdrifts on the rocks.

Martin de Nève

“I can’t remember the accident – only that Rega saved my life.”

Suddenly the bank of snow broke away under his feet. He tumbled into a void, crashed onto the slope below and triggered an avalanche, which swept him 300 metres down the mountainside. His friends immediately alerted Rega. The rescue was difficult, as de Nève had incurred serious multiple injuries and was also suffering from severe hypothermia.

Martin De Nève’s heart stopped beating several times during the flight to the hospital in Lugano. During the first ten days, he underwent six operations. In March, de Nève was transferred to Lucerne Cantonal Hospital and since August, thanks to intensive physiotherapy, he has been able to walk again without crutches. “I can’t remember anything about the accident – but the fact that Rega saved my life is something I will never forget,” he says. *Federica Mauri*

Paraglider pilot saved

Grindelwald (BE), 1.6.2014 The flight of a paraglider pilot came to an abrupt end on the steep eastern flank of the Männlichen mountain. The Rega crew and a helicopter rescue specialist from the Swiss Alpine Club SAC succeeded in rescuing the man from his precarious situation with the aid of a rescue winch.

Rega 1 from Zurich in Ticino

Zurich (ZH), 2.9.2014 As landing on Italian hospital helipads is not permitted at night, a two-year-old child suffering from burns was first driven to Ticino by ambulance and from there flown by Rega 1 to the Children’s Hospital in Zurich.

From the GP’s surgery to hospital by Rega helicopter

Herrischried (Germany), 30.6.2014

In the event of suspected acute cardiovascular disease, speed is of the essence. So the general practitioner wasted no time and arranged for Rega to fly his patient to the University Hospital in Freiburg (Germany).

Rega helicopters in operation (2013)

39

persons were rescued after an avalanche



1,485

winter sports enthusiasts were flown to hospital after suffering an accident in the snow

3,577

patients needed to be transported due to illness



1,908

missions by Rega helicopters were flown at night

Rega kids

Word quiz Can you put these letters in the right order to make a word? We've already found the first letter for you.

~~A~~ I N R E P
L A R E A _____

R _____ O T ~~R~~ O R

~~H~~ C L P O R
I E T E H _____

B _____ ~~B~~ A A E
D G N E

Picture quiz Do you know who needs what equipment? Find out by following the lines.

Stethoscope
Boots
Stethoscope
Helmet

Fire service
Police
Ambulance
Rega

Competition Which number is the odd one out? Look closely and see if you can find out which number does not belong here.

70, 7, 35, 56, 63, 14, 94, 49, 147

Solution:

Write the answer on a postcard and send by 31 December 2014 at the very latest to:
 Swiss Air-Rescue Rega
 'Quiz' The Rega Magazine 1414
 PO Box 1414
 CH-8058 Zurich Airport



Ten winners drawn from the correct answers will each receive a sporty day rucksack (including seat cushion) in the Rega design, worth CHF 79. **Good luck!**

Solution from issue 82: It is the Common Otter that has recently been sighted again in border areas of Switzerland.
Each of the following has won a bath towel: E. Assandri, Claro | S. Corti, Arcegno | L. Erard, Moutier | P. Guerra, Fribourg | E. Hohl, Werdenberg | S. Kälin, Unteriberg | J. Luginbühl, Aeschiried | L. Mallia, Amriswil | L. Mathys, Grenchen | R. Nikles, Grand-Saconnex. **Congratulations!**

Knowledge



30

Cold can have dramatic consequences. Find out how to protect yourself against hypothermia in an emergency.

When a person is injured or sick, the human body is especially sensitive to the cold, and overexposure can very quickly have serious consequences. But when does cold pose a real danger, and how can we best protect ourselves against its potentially life-threatening effects?

A decisive factor for effective prevention is being aware of how and when hypothermia can occur and how our bodies react to cold.

The body reacts by switching to energy saving mode

Hypothermia is a condition caused by prolonged exposure of the body to extreme cold or wind. The three critical factors in hypothermia are convection, radiation and conduction (see right).

Our normal body temperature is around 37 degrees Celsius. If the temperature threatens to drop, the body attempts to both minimise heat loss and generate warmth. In order to reduce the loss of heat, the blood vessels in the arms and legs constrict. This helps to keep the warm blood deeper inside the body where the vital organs are located. Our bodies

generate heat by causing the muscles to shiver. These two effects of the cold are unpleasant, but in themselves are not dangerous.

The secondary effects play a far more critical role: the high calorie requirement, the increased rate at which the heart has to pump, and the blood's ability to coagulate, which diminishes as the body temperature drops. Hypothermia poses a serious risk particularly following an accident in the mountains – but also in the lowlands and, depending on the condition of the casualty, even in summer, too.

This knowledge about how our bodies react to the cold and which conditions lead to hypothermia also forms the basis of our ten guidelines to prevent against overexposure to



Factors leading to hypothermia

- 1 **Convection** (air flow across the surface of the skin)
- 2 **Radiation** (natural distribution of heat over the surface of the body)
- 3 **Conduction** (through skin contact with a cold surface)

the elements (see box bottom right). Depending on the situation and the available equipment, it will not always be possible to follow all the advice. But maybe Rega's tips will give you some ideas for useful additions to your personal equipment.

Rega vs. the cold

Not only you yourself can help to minimise the effects of exposure to the cold by taking the right precautions. Rega also does a lot to alleviate the problems associated with hypothermia and improve the body heat balance of its patients. That is why all its rescue helicopters are equipped with a series of useful aids.

For example, wrapping the patient in a bubblewrap blanket – a metallic-coated air-cushioned foil – can prevent loss of the remaining body heat.

The bubblewrap blanket is often used in combination with a thermal blanket to actively warm the casualty. The heated recovery bag is one of Rega's own developments, whereby warm air from the heating in the rescue helicopter is blown directly into the rescue bag via a system of tubes.

Another item in the Rega crews' standard inventory is the Buddy Lite system, an infusion warmer that is used to heat medical fluids and blood to body temperature. This gives patients the full benefit of the warmth supplied to the body through the infusion. In addition, Rega's medical teams have special medications to improve blood coagulation and a mechanical resuscitator at their disposal.

Good planning and equipment are essential

The best mission is always the one that can be averted. Careful planning and good equipment help to prevent

Rega tip

“Wrap yourself in a rescue blanket to reduce the amount of warmth being radiated away from your body.”

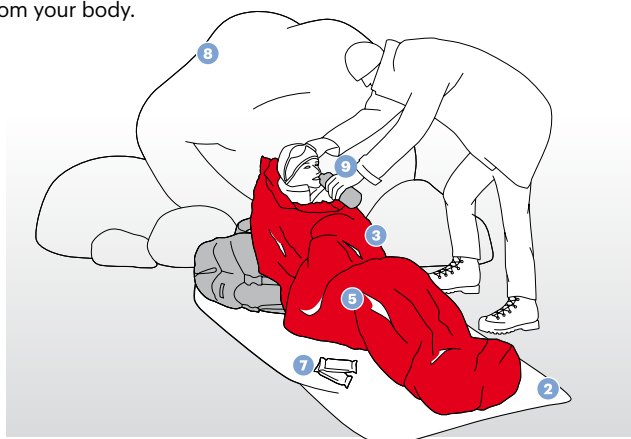
accidents. If you nevertheless find yourself in need of medical assistance, do not wait too long to raise the alarm – especially in the cold months. The cold can be a dangerous adversary.

With winter now approaching, we wish you all the very best for an accident-free and enjoyable season in the snow.

Karin Hörhager

K How to protect yourself against hypothermia

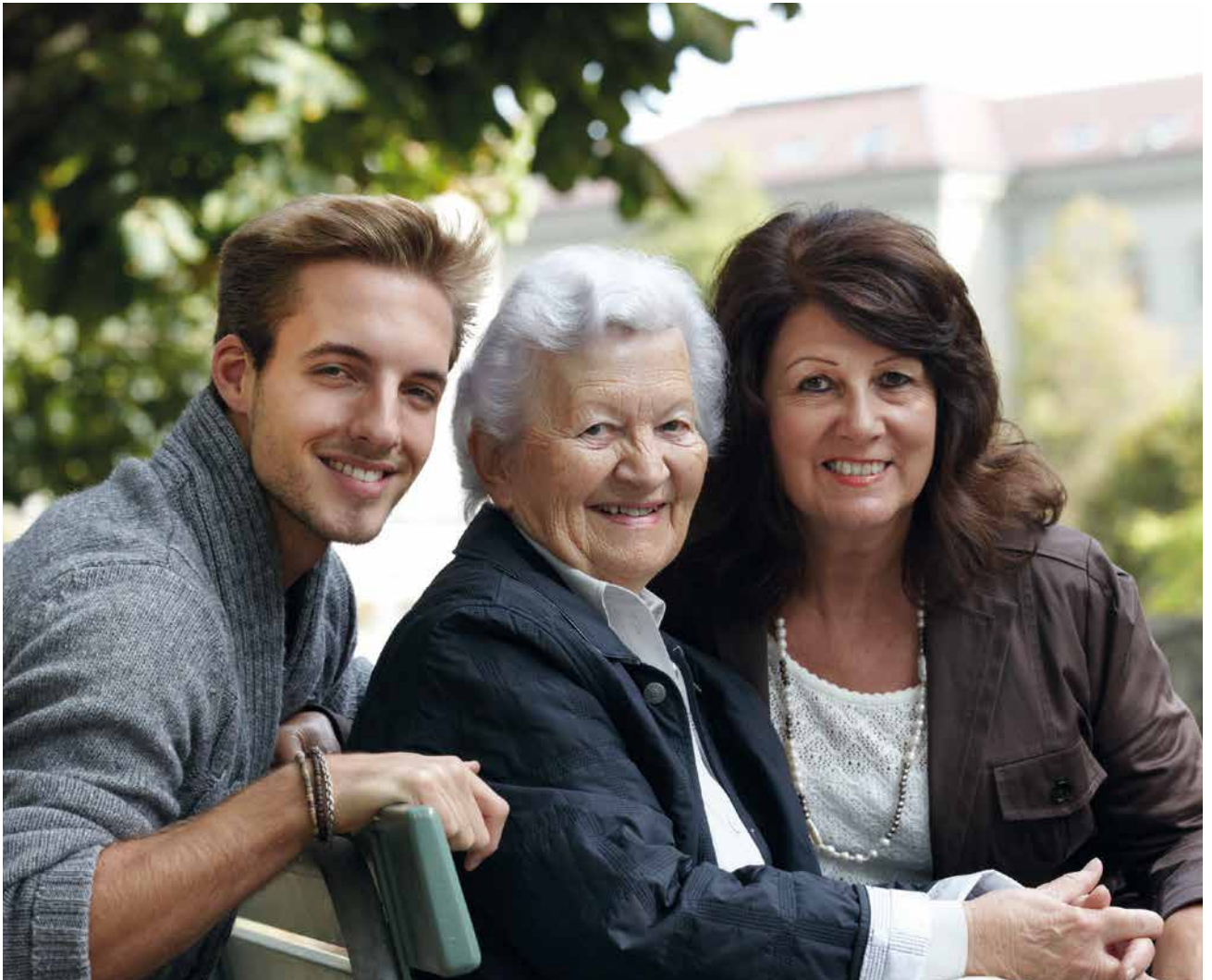
- ❶ **Keep moving.** If the situation permits (injury, risk of falling risk), moving about helps your body to generate heat.
- ❷ **Sit or lie on insulating material.** Lay blankets, jackets, fallen leaves, etc. under your body. This reduces the amount of warmth being conducted away from your body.
- ❸ **Use a rescue blanket.** In an emergency, wrap yourself up tightly in it. This reduces heat radiation.
- ❹ **Put on dry spare clothes.** Change out of damp or wet clothes as quickly as possible. In addition, loosen any tight clothing – this promotes circulation.



- ❺ **Reduce the surface area of your body.** Draw yourself up into a ball or, if you are with a group, huddle closely together.
- ❻ **Stay awake.** When you are asleep, your body produces less energy and therefore also less heat.
- ❼ **Consume calories.** Do you have to face waiting a long time in the cold? A cereal bar or chocolate is a good energy booster.
- ❽ **Seek protection from the wind.** Shelter in a building or behind a rock or tree, or dig a hole in the snow.
- ❾ **Consume hot drinks.** You should, however, dispense with alcohol. This relaxes the blood vessels, causing a greater heat loss.
- ❿ **Refrain from smoking.** While smoking briefly makes you feel warm, it causes the blood vessels in your hands and feet to restrict to such a degree that it could result in frostbite.

Patientenverfügung SRK

Damit Ihr Wille zählt.



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Montag bis Donnerstag (8:00 – 12:00 Uhr)

Rega Shop

Diverse fan articles, practical products,
attractive gift ideas

OUR
HIGH-
LIGHTS



NEW



1 Remote-control model helicopter – Eurocopter EC 145 **69.—**

Easy to fly: remote-control Eurocopter EC 145 model helicopter in the Rega look, scale 1:72. Fuselage made of plastic. The coaxial rotor system with electronic gyro guarantees precise and stable flying indoors, as well as outdoors when there is no wind. Integrated 3.7V LiPo battery/50 mAh. 3 frequencies, 2.4 GHz.

- ▶ Extras: LED searchlight with on/off switch
- ▶ This not a toy; suitable for users aged 14 years and over

2 Rega calendar 2015 **22.—**

Rega staff have captured out-of-the-ordinary scenes from their everyday life with a camera. Twelve spectacular photographs accompany you through the year, month by month. Format 48×33 cm. Picture captions in G, F, I & E.

NEW



NEW



3 Headlamp 49.—

Robust, all-weather Rega headlamp from Mammut with LEDs. Choice of three brightness levels, as well as Alpine emergency signal. Adjustable headband. Comes in a 100% water-tight pouch (also keeps out dust and sand).

- Four LEDs
- Light output 60 lumens
- Beam range max. 30 m
- Run time 80 hours in reading mode
- Run time 40 hours in working mode
- Run time 20 hours in hiking mode
- 3 AAA batteries included
- Weight 72 g (including batteries)

BESTSELLER

34



4 "Traveller" multitool by Victorinox 112.—

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

- ▶ Free extra: high-quality leather case



7 Radio-controlled wall clock 59.—

Wall clock with a nostalgic design featuring a cockpit altimeter. Radio-controlled signal from the long-wave radio time signal station near Frankfurt am Main.

- Plastic housing Ø 24.5 cm, 4 cm thick
- Flat standard glass
- Dial in altimeter design
- White hour and minute hands, red second hand
- Dust protected
- For indoor use only
- Weighs approx. 800 g
- Includes 1.5 volt AA battery



5 DVD "Rega close up" 15.—

Swift medical assistance by air: what characterises Rega's rescuers and their day-to-day work? The 68-minute DVD documentation portrays scenes from everyday life at Rega. Available in G, F, I & E.



8 Sports and travel bag 49.—

The spacious main compartment can be extended by opening two additional zips. Metal plaque embossed with Rega logo.

closed

open (+10 cm)



- Detachable, adjustable (max. length 120 cm) padded shoulder strap, 5 cm wide
- Dimensions: 45 × 25 × 29 cm (L × H × W); expandable to max. 65 cm
- Volume: 33 l / 47 l (volume can be increased by 14 l)
- Material outer: rock grey, water-resistant canvas with reflective edging
- Material inner: red nylon lining
- ▶ Subject to availability
- ▶ For the entire rock-grey luggage collection (shoulder bag, weekender & sports and travel bag), see www.shop.rega.ch

6 Beanie 39.—

Fine-knit beanie by Mammut in a Rega design. Black & grey with embroidered Rega logo and emergency number 1414.

- Material: 50% wool, 50% acrylic
- Insert: Gore® Windstopper® in the brow and ear area, windproof and breathable
- One size, unisex
- Washable at 30 °C



NEW



9 Daypack 79.—

The sporty day rucksack is equipped with an Airstripes system, allowing sufficient ventilation to the back. The main compartment is big enough to hold an A4 folder or file. Colours: anthracite and red, with reflective stripes.

- Anatomically shaped, padded shoulder straps
- Small front pocket, inside pocket
- Meshed side pockets
- Elastic cord holder on front
- Reflective bike lamp holder
- Detachable waist strap
- Material: nylon and Super-Polytex 330D
- Volume: 25 litres
- Dimensions : 46×33×21 cm (L × H × W)
- ▶ Free extra: foldable seat cushion with carrying pouch (33×33 cm). Polyester upper side, thermal insulating film on underside.

10 Swiss men's solar watch 175.—

Available in anthracite. Black silicone strap. Case Ø 38 mm.

11 Swiss ladies' solar watch 199.—

Case available in steel, matt-gloss with red leather strap. Case Ø 33 mm.



The Swiss quartz movement of the Swiss men's and ladies' solar watches with data display is powered by solar cells. Dark-coloured solar dial with white hour and minute hands and red second hand, hardened mineral crystal. Lithium ion battery with 5-month power reserve.

- 2 year guarantee on manufacturing and material defects
- Water-resistant 3 Atm./30 m



12 Digital luggage scale 29.—

The digital display on this luggage scale shows how heavy your luggage is before you check-in for your flight (max. weight 50 kg). Made from robust plastic with a fabric strap. Dimensions: approx. 16×10 cm.



13 Eurocopter EC 145 29.—

Rega operates the EC 145 rescue helicopter at its lowland bases. Collector's item (not suitable as a toy). Scale 1:45, 22 cm, metal.



14 AgustaWestland Da Vinci 29.—

Rega's da Vinci rescue helicopter is specially designed to perform rescues in the mountains. Collector's item (not suitable as a toy). Scale 1:43, 27 cm, metal.



15 Challenger CL-604 29.—

The twin-engine ambulance jet in a scale of 1:95, 22 cm, plastic. Collector's item (not suitable as a toy).



Contents

- Face shield (for protected mouth-to-mouth resuscitation)
- Tick removal card
- Sterillium hand disinfection wipes
- Antiseptic wipes for cleaning wounds
- Tear-resistant Nitril disposable gloves
- Waterproof spray plaster 21.5 ml
- Pouch containing adhesive plasters
- Graze and burn plasters
- Blister plasters
- Sterile compresses
- Coolfix 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 mm x 76 mm
- Knee/elbow pad for children
- Set with scissors, tweezers and safety pin
- Roll of adhesive plaster to secure bandages, 2.5 cm x 5 m
- Foil emergency blanket
- Tin to store medicaments
- First aid checklist
- External dimensions: 20 x 13 x 6 cm
- Weight: 595 g

16 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) and is characterised by its innovative moist wound dressings. The case can be expanded by means of an extra zip, making room for additional products.

Online Shop

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www.shop.rega.ch

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We would also be pleased to accept your orders direct via the following Rega Shop numbers.

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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 for orders to cover postage and packaging costs within Switzerland.
- Delivery abroad (Europe): Against advance payment only. A charge of EUR 25.- (CHF 30.-) will be made per order to cover postage and packaging costs. Any import charges (VAT, customs duty, etc.) are levied in accordance with the regulations of the destination country and are payable by the recipient.

The articles sold in the Rega Shop are of high quality and have been specially selected for our patrons. By purchasing an item, you are helping Rega to transport emergency medical assistance to people in distress 365 days a year.

You can order Rega Shop articles through our online shop at www.shop.rega.ch or by completing the order form and sending it in a stamped envelope to: Rega Shop, Postfach, CH-3076 Worb.

Sender (please complete in block letters)

Ms Mr

Family name _____

First name _____

Street/No. _____

Area code/Town _____

Tel. _____

Patron no. _____

Signature _____

For the youngest Rega fans

NEW



17



17 Wooden Rega helicopter and jet **15.— each**

Destination nursery: the helicopter and jet in red & white Rega colours are made from maple wood and guarantee budding young pilots hours of fun. There is plenty to discover, feel and grasp: rounded contours, a movable propeller, rolling wheels. Recommended for children aged 10 months and over. Manufactured by Hape Toys, complies with European toy standards. Dimensions: 8.8×12.7×6.5 cm (L×H×W).



18

18 Rega Memo **39.—**

A popular game that appeals to both young and old thanks to its colourful, detailed illustrations. 80 art cards with 40 different Rega motives, lovingly designed by Mo Richner. Who will find the most picture pairs?



20



19

19 Teddy bear **29.—**

With his removable helmet and overalls, the Rega teddy bear is well equipped to take every adventure in his stride and is never too tired to play. 30 cm high. Complies with CE safety regulations.

20 Helicopter and ambulance jet soft toy **10.— each**

For young children to play with and cuddle.

21 22 23 24

For Globi articles, such as the colouring book, jigsaw puzzle, book and CD, please see the order card or visit our Webshop.

Order Form

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No.	Article	Price (CHF)	Amount	Ref.
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4	"Traveller" multitool by Victorinox	112.—	_____	90002
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13	Eurocopter EC 145	29.—	_____	50002
14	AgustaWestland Da Vinci	29.—	_____	50006
15	Challenger CL-604	29.—	_____	50003
16	Outdoor first aid kit	89.—	_____	90040

No.	Article	Price (CHF)	Amount	Ref.
17	Wooden Rega helicopter	15.—	_____	40028
	Wooden Rega jet	15.—	_____	40029
18	Rega Memo	39.—	_____	40013
19	Teddy bear	29.—	_____	40007
20	Helicopter soft toy	10.—	_____	50004
	Ambulance jet soft toy	10.—	_____	50005
21	Globi colouring book	4.—	_____	40001
22	Globi jigsaw puzzle	29.—	_____	40021
23	Globi book, German	20.—	_____	40002
24	Globi CD, Swiss-German	17.—	_____	40004

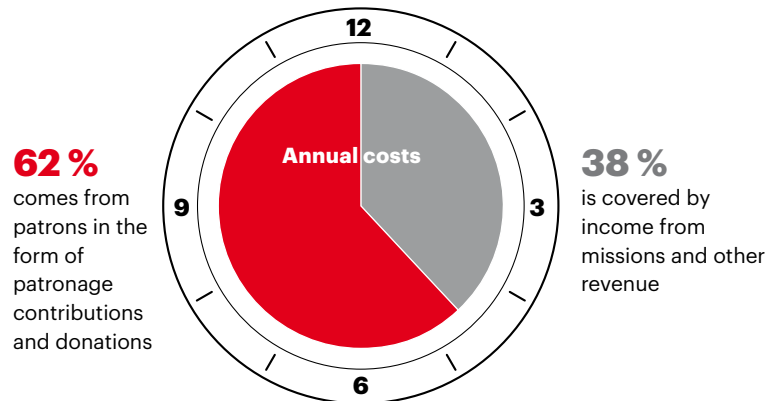
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