

Encounters Working closely together Thanks to the professional collaboration between the Rega crew, police and ambulance service, a seriously injured little girl can be swiftly helped. **8**

Horizons Helping twice over Two Rega patrons are flown back home from the south of France at the same time on board an ambulance jet. **24**

Ready for take-off

The Rega jets repatriate patients from all over the world. We open the hangar door and show what goes on behind the scenes. **18**





Helping together: every third Rega rescue mission also involves operation partners, such as piste patrollers, the emergency services or mountain rescuers from the Swiss Alpine Club SAC.

“So that you know what we do”



Karin Hörhager
Editor-in-Chief

Dear Reader

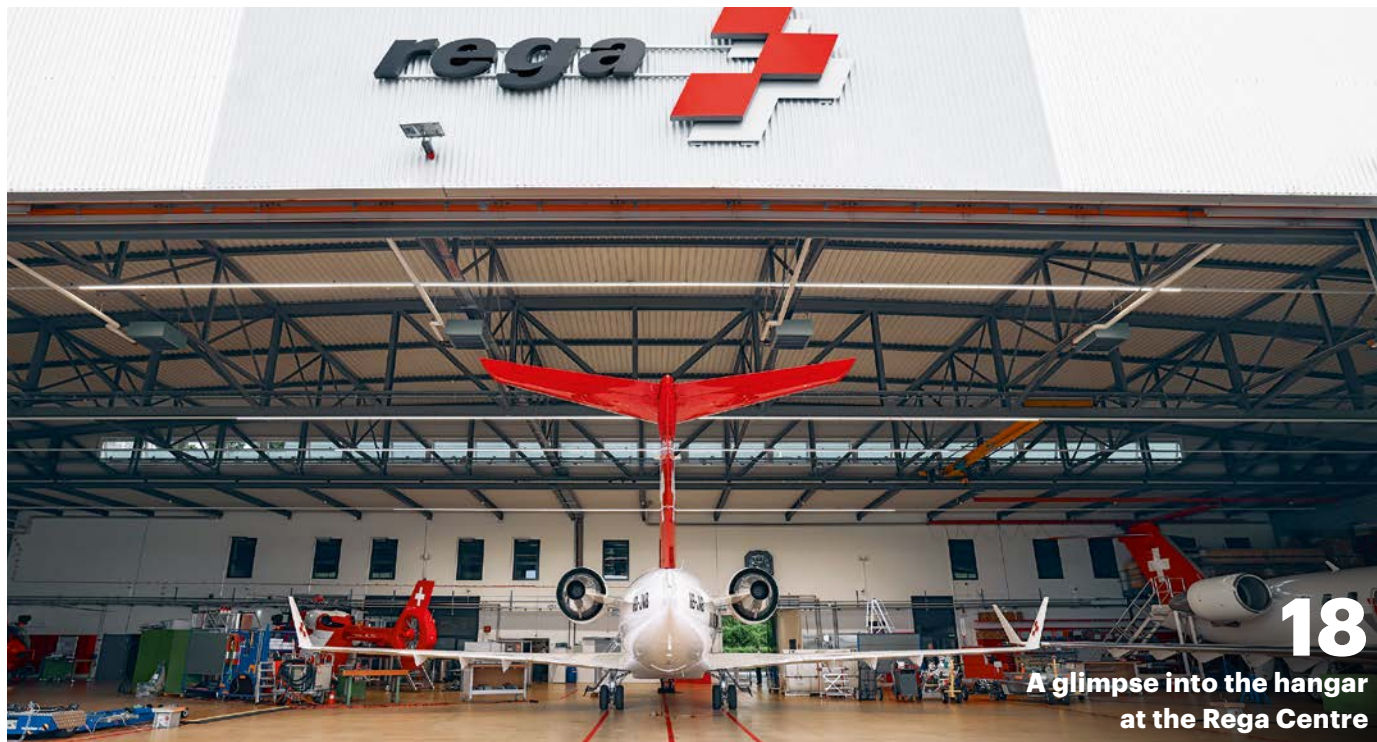
Recently, when I accompanied the crew from our Zurich helicopter base on a transfer flight from one hospital to another, a seriously ill patient in the intensive care unit greeted us with a smile. “I know you,” he said, pointing to our pilot and me. When he saw our baffled faces, he indicated the Rega magazine lying on his side table. He recognised us from the photos in the magazine, he explained; he had read the stories in it several times during the last few days. He had enjoyed them very much and they had given him strength at this difficult time.

I was very touched by this encounter and it pleased me no end. It shows me that with our magazine we achieve more than we originally set out to do. First and foremost, we want to inform you about what we are doing and also do a little advertising for the good cause, so that you know why you are supporting our work as a patron. The fact that we also help people through difficult moments with our magazine – that gave me particular pleasure.

In this issue, too, we take you on a journey into the world of Rega. In the centrefold pages, we show you where our ambulance jets are based and what it takes to be able to fly seriously ill or injured people back home to Switzerland. In addition, on pages 13–15 you can read why Rega invests considerable time and effort in its collaboration with its partners.

I wish you an enjoyable read and already now a peaceful Advent season.

A handwritten signature in black ink, appearing to be 'KH' followed by a long horizontal stroke.



18

A glimpse into the hangar at the Rega Centre



13

In dialogue with operation partners

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22
Head of Piste Rescue Beat Rohrbach
on working with Rega

K

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

1414

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

*

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

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6 Take off into the world of Rega.

Encounters

- 8 Working closely together:** after a road accident, the emergency services take care of a young girl.
- 13 24 h Rega with Patrick Sieber,** who promotes cooperation with operation partners by means of practical training.
- 16 Paper-free documentation:** Rega's emergency flight physicians record every step of the treatment digitally.
- 18 In focus:** where the Rega jets are based at Zurich Airport.
- 21 Opinion** on why digitisation projects need a clear focus.

5

Horizons

- 22 In dialogue:** Beat Rohrbach, Head of Piste Rescue in Lenk, explains why Rega is an important partner.
- 24 One jet, two patients:** on the return flight to Switzerland, the Rega crew take care of two patients in the ambulance jet.
- 28 Mission report** on the timely rescue of two mountain climbers from dense fog.
- 29 Rega kids** can win some great prizes – and have fun too.

Navigation

- 30 Knowledge** on how to prepare for hiking and snowshoe trekking in the snow.
- 33 In the Rega Shop** you can find the complete range of the popular Rega articles.

Take off

In brief

#IMMERDA: joint campaign by emergency and rescue organisations

6

Under the hashtag, #IMMERDA, a nationwide campaign is being launched this autumn with and for Swiss emergency and rescue organisations. Rega is also participating and is actively supporting the campaign, which aims to raise public awareness about the work of the emergency and rescue services. Behind the campaign is the non-profit association, "helfen helfen" (help to help), which is dedicated to promoting greater respect and public acceptance for the work of the blue light and partner organisations.

► Further information about the campaign can be found at www.immerda.swiss



A new simulator for various types of helicopter

Rega is purchasing a new helicopter simulator which, thanks to interchangeable cockpits, can be used for different helicopter types. The simulator is currently being fitted with the cockpit of Rega's future all-weather helicopter, the AW169-FIPS, and is scheduled to go into operation in the middle of 2023. Highly-trained crews are fundamental for safe and successful rescue flights. In the simulator, pilots can practise emergency procedures and situations that can hardly – or not at all – be practised in real life. This benefits not only the crews, but also the patients.



New limited-edition Oris watch designed in collaboration with Rega

The third limited-edition watch dedicated by the Swiss watch company, Oris, to Rega has been designed in close collaboration with Rega employees from the fields of aviation, medicine and engineering. Besides features such as a second time zone indicator and a pulsometer scale, Oris has created an individual case back for each of the 18 rescue helicopters and the three ambulance jets, and has limited the number of watches produced to 100 pieces per aircraft.

► Further information at www.oris.ch/regalimitededition

Award for a rescue from the icy-cold Seealpsee

At the end of March, the Rega crew from the Mollis base rescued two men at the last minute from the icy-cold Seealpsee (Canton Appenzell Innerrhoden). They had skied onto the frozen-over lake and fallen through the ice. The emergency flight physician was lowered to the two men on the end of the rescue hoist, and one after the other he pulled them out of the water. The operation was filmed by eyewitnesses. This was one of the reasons why the Christophorus-Rat of the Swiss Lifesaving Society (SLRG) became aware of what had happened and awarded the crew a certificate of merit and a medal for their actions. With this award, the Christophorus-Rat recognises the courage of rescuers who rescue people in life-threatening situations from the water.

► You can find a video on this mission at www.rega.ch/seealpsee



Retten ist KLASSE - teaching first aid at school



With the programme, "Rettung ist KLASSE", which was launched this year by Rega and the Swiss Samaritan Federation (SSB), Rega is continuing its commitment to teaching basic first aid at schools. It aims to raise awareness among schoolchildren aged 12

and over of the subject of first aid, to teach them the necessary basic first aid and to motivate them to take action in an emergency – in line with the motto, "The only thing you can do wrong is do nothing at all". In close collaboration with Rega, the SSB has developed three learning modules, which are placed at teachers' disposal in the form of an eBook. The programme has got off to a promising start: to date, more than 100 school classes with over 1,300 schoolchildren have completed the units and explored the subject of first aid in greater depth.

► Further information at www.samariter.ch/retten-ist-klasse



Stunning views for 2022

This year, too, our employees have captured for you unforgettable moments and moods with a camera during Rega missions at home and abroad. The wall calendar takes you on a journey through everyday life at Rega.

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

Numbers in this issue

2,500

persons work for piste and rescue services in Switzerland's winter sport regions.

21

aircraft are operated by Rega for patient transports: 18 rescue helicopters and three ambulance jets.

6,000

persons per year attend training courses run by Rega's Partner Training team.

8

Hand in hand for Delilah

A young girl is run over by a delivery van in Amriswil. The police, ambulance service and Rega crew work closely together to provide the young patient with the best possible care.



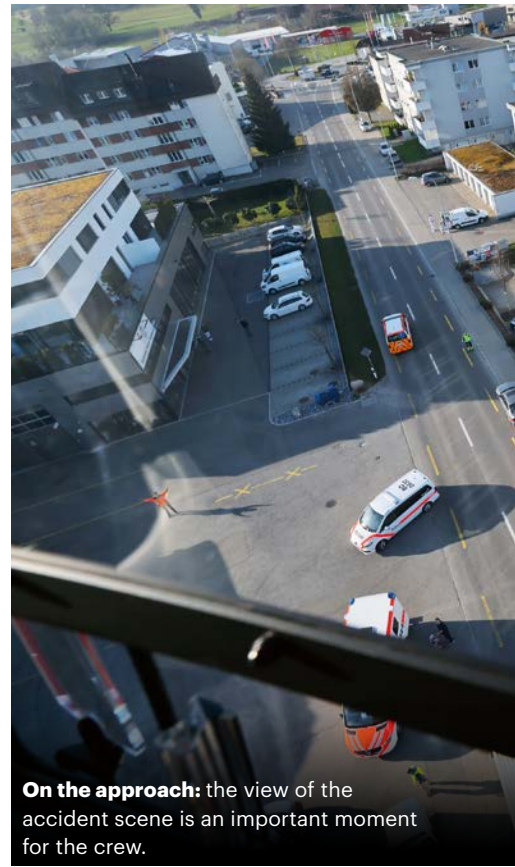
The first impression from the air is important and can even provide information about possible injuries.

A policeman in a fluorescent orange jacket stands on the asphalt forecourt of an industrial building in Amriswil, Canton Thurgau. He looks up at the blue sky and stretches both arms upwards, forming a “Y” shape. The sign stands for “Yes – I need help”. The whirring sound of the rotor blade announces the arrival of Rega 7. Shortly afterwards, the red rescue helicopter from the St. Gallen base can be seen approaching its destination at great speed. With the signal, the policeman indicates to the pilot a possible landing site.

Landing in Amriswil

Sitting in the cockpit is pilot Dominik Tanner, with paramedic Christian Manser to his left. “Assisting police officer at 11 o’clock – looks like enough room to land,” says Manser. Both are highly concentrated. Tanner flies a right turn over the accident site, which can easily be identified from a distance thanks to the police cars and the ambulance. During the turn, the helicopter tilts to the right and the view of the scene on the ground becomes clearly visible. For the crew, this is an important moment. On

the one hand, it gives them the opportunity to identify potential obstacles and dangers around the place that the police officer has chosen as a landing site. Are there any power lines or cables nearby? Are there any objects, such as awnings or tarpaulins, that the downwash of the helicopter could blow away during landing? On the other, the view from above can also provide information about the circumstances of the accident, as emergency flight physician Jessica

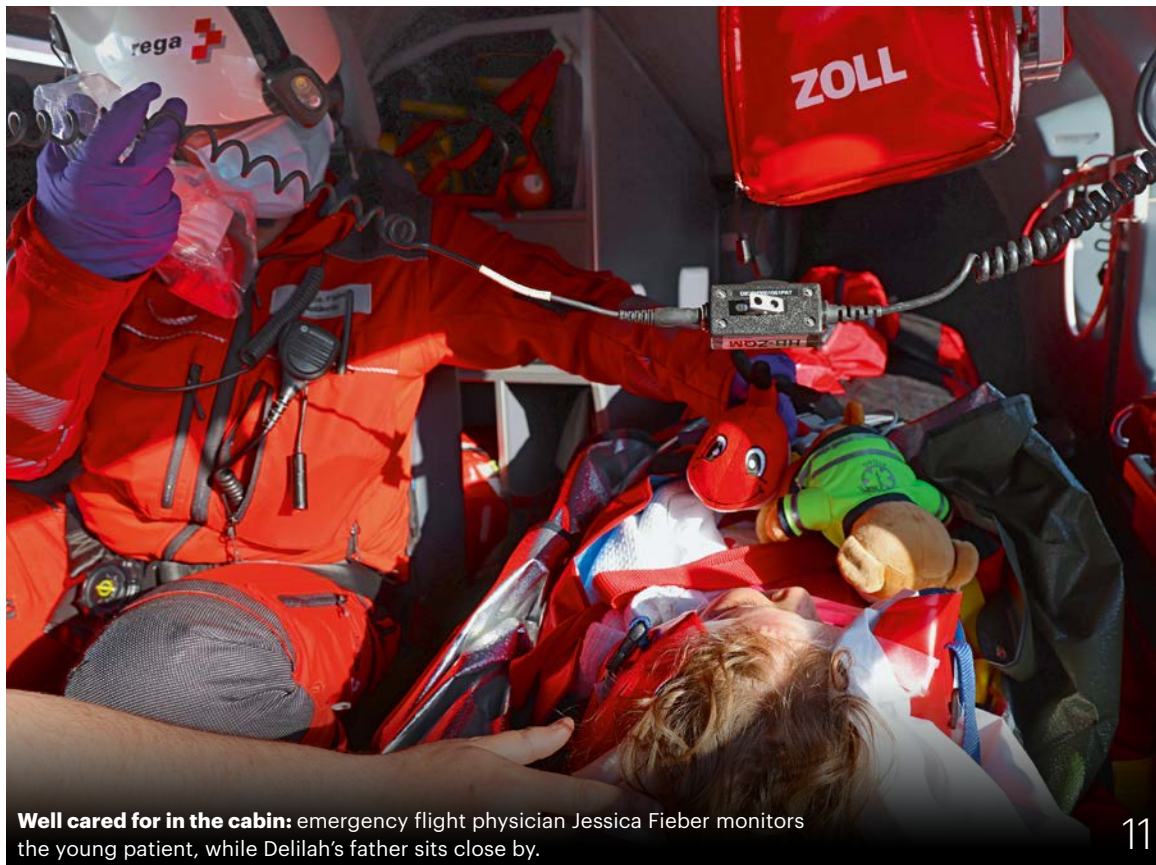


On the approach: the view of the accident scene is an important moment for the crew.

K Coordination with the operation partners

Taking into account all the ongoing missions, the Rega Operations Centre not only mobilises the next suitable helicopter crew, but also supports the crews during their missions. On doing so, coordination with the operation partners, such as the police, ambulance service, fire brigade, piste rescue services or mountain rescuers from the Swiss Alpine Club SAC, is an important task for Rega’s flight coordinators. With the aid of Rega’s radio network, they can also inform the helicopter crew about the support and operation partners on the ground at any time during the flight. This assistance in the background by the flight coordinator allows the crew to fully focus on their work and also means that the operation partners always have a contact person at the Rega Operations Centre.





Well cared for in the cabin: emergency flight physician Jessica Fieber monitors the young patient, while Delilah's father sits close by.

Fieber, sitting in the back of the cabin, explains. “Where is the patient? Are there any signs of possible injuries? The first impression from the air is very important, which is why I always look out of the window during the approach.”

Taking over the patient in the ambulance

After landing, the crew work in a swift and focused manner. Jessica Fieber takes the medical backpack out of the rescue helicopter and makes her way to the ambulance. Inside the vehicle, two paramedics and an emergency doctor are already attending to the seriously injured patient, a six-year-old girl named Delilah. Jessica Fieber makes contact with the patient by asking her simple questions, while her colleagues inform her about the measures that have already been taken, including the medication given. The suspected diagnosis: a broken hip and possible internal injuries. “It’s important that I see the patient’s condition for myself. After all, I’m responsible from the moment I take charge of the patient to when I hand them over to the doctors at the hospital.” The emergency services had called out Rega so that the young patient could be flown to the Children’s Hospital in St. Gallen as quickly and gently as possible.

Preparing for the flight to hospital

Meanwhile, Dominik Tanner and Christian Manser are making all the other preparations for the flight to the hospital. Tanner informs the Rega Operations Centre by phone of the destination hospital and the estimated time of arrival, and passes on the patient’s personal details so that the flight coordinator can register her at the hospital. Manser prepares the stretcher trolley from the helicopter. Shortly afterwards, the Rega crew, police officers and paramedics all help to transfer the girl onto the Rega stretcher. Each procedure is perfectly coordinated – everyone knows what to do.

Everyone works together

Whether the ground-based ambulance service, the police, the fire service or – in winter – the piste rescue service: all the operation partners work closely together to help the patient as quickly and effectively as possible. The Rega crew is part of the rescue chain, which begins with the first responder and ends after the patient has been handed over at the hospital. “Of key importance for working together efficiently is that the tasks are clearly distributed and that everyone also knows what everyone else is doing,” explains Dominik Tanner. During missions in built-up ▶



12 **Gentle transport to hospital:** after a short flight, Delilah is already at the Children's Hospital in St. Gallen.

areas, like the one for Delilah, the police, for example, are a great help. “They look for a suitable landing site, close off the road, and then guide us down to land. We are in contact by radio and so can communicate with each other at any time,” says Tanner. Having additional operation partners on site always means more helping hands. Thus it often happens that the local firefighters or police officers help to carry a patient to the helicopter if it has had to land a little further away.

Promoting cooperation

To ensure that the collaboration between Rega crews and their operation partners functions smoothly, Rega invests a great deal of time and effort in joint training. Responsible for this is its Partner Training department (more on this topic on pages 13–15). The professional experience of the Rega crew members also helps to ensure good teamwork between the various emergency organisations. Paramedic Christian Manser, for example, worked for the ambulance service for many years before he joined Rega: “I know from my own experience what is important to the ground-based rescue services and what equipment they have at their disposal. That helps me in our daily collaboration.”

Rega invests a great deal of time and effort in its cooperation with operation partners.

A stroke of luck in the face of adversity

In Amriswil, the rotor blades of the Rega helicopter start to turn. The policeman in the high-visibility jacket ensures that no one approaches the helicopter as it takes off. In the cabin, Jessica Fieber gently places a Rega helicopter soft toy on the young patient’s chest and points to the rotors: “Look, now they’re starting to turn,” she says. The little girl’s father sits next to her. Delilah is calm and lies comfortably and well wrapped up on the red vacuum mattress. After a short flight, Jessica Fieber hands the young girl over to the waiting doctors at the Children’s Hospital in St. Gallen. She quickly summarises what has happened, what the suspected diagnosis is and what medication has been administered. Then she says goodbye to Delilah and wishes her all the best. Later it turns out that the little girl had been lucky: although she has to stay in hospital for several weeks with a broken hip, the large school satchel on her back and her thick jacket had probably protected her somewhat and thus prevented more severe internal injuries.

Adrian Schindler

24h Rega

Patrick Sieber, 41, Head of Partner Training

It is no coincidence that the collaboration between Rega crews and their operation partners functions smoothly in an emergency. Patrick Sieber and his team promote this by means of theoretical and practical training courses for blue light and partner organisations.

Whether police officers, firefighters, ambulance service staff, rescuers or piste patrollers: they all regularly come in contact with Rega. In an emergency, they support the helicopter crew – for instance, by looking for a suitable landing site close to the patient and directing the helicopter to land. Rega organises training courses to ensure that its partners know what is important in this regard and to further improve the cooperation between the various emergency organisations.

Patrick Sieber, who hails from Mels (Canton St. Gallen), is responsible for partner training at Rega. He and his team train paramedics, piste rescue services, police officers, firefighters and foresters in how to interact with a helicopter safely and how to communicate over the radio. Information about the equipment on board the Rega helicopter is also an integral part of the courses. “Knowing who can do what helps enormously during a mission. Good teamwork between the operation partners always benefits the patients, which is why the training courses are important for both parties,” he



explains. He and his four instructors – three of whom are themselves part of a Rega crew in their main job as paramedics – train between 5,000 and 6,000 people a year. Patrick Sieber himself is a qualified forester, was previously a professional non-commissioned army officer at Train, which transports material using army horses, and also worked as a trainer in the field of adult education and training. He



The **Partner Training team** make sure that Rega crews and their operation partners work together efficiently and safely.

has been with Rega for eleven years and knows the requirements of the emergency services. “During the training sessions, there also needs to be plenty of opportunity for discussions and questions – there’s no time for that in an emergency,” he says. This promotes mutual understanding and strengthens the collaboration within the rescue chain. He also maintains regular contact with the crews at the Rega bases: they contribute valuable ideas on how to make the training sessions even more informative in order to further improve the cooperation at the scene of an emergency.

Karin Zahner

Continue reading on page 14 ►

“Good teamwork
between
the operation
partners benefits
the patients.”



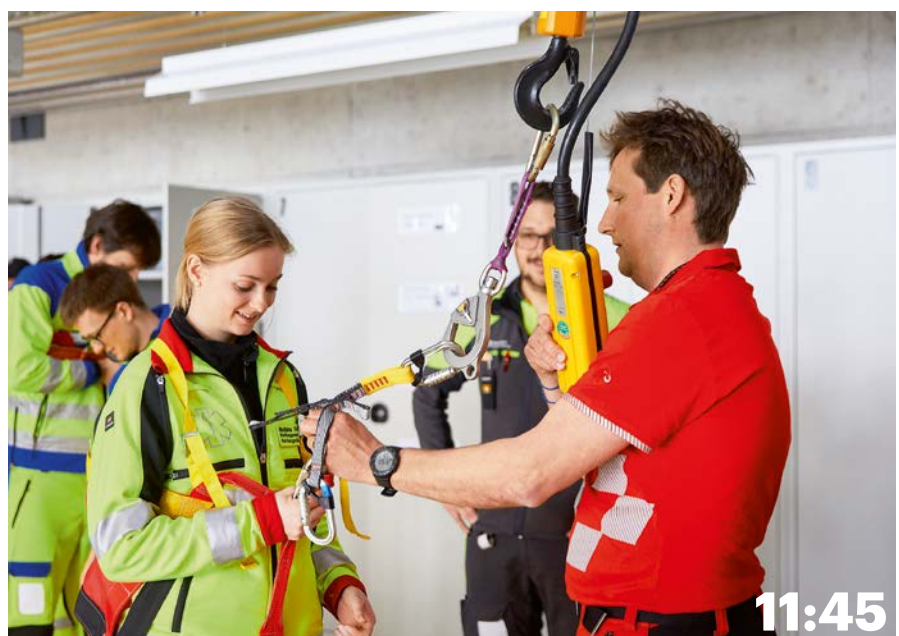
▲ At the start of the training day, Head of Partner Training Patrick Sieber gives aspiring paramedics a theoretical insight into Rega's work.

14



◀ The practical part of the training begins in the hangar at the Rega base in Dübendorf.

► Familiarising themselves with the rescue equipment: a course participant is hoisted up by the crane in the evacuation triangle. Rega crews use this harness to evacuate patients with the rescue hoist.





13:30



13:40

◀ Gaining practical experience: anyone who has felt the strong downwind of a landing helicopter knows why it is necessary to crouch down in the final phase of guiding it in to land.

▶ What equipment does a Rega helicopter carry on board? Patrick Sieber shows the medical equipment of the helicopter crew.



15:00

▶ The course with the around 20 participants has finished. Over the phone, Patrick Sieber clarifies the final details for the next training day.



16:30



17:30

◀ Patrick Sieber enjoys sport in his free time. In winter, he can often be found on skis.



A video on the work of the Partner Training team can be found at www.rega.ch/video



Documenting the mission paper-free

16

What medication has been administered? How does the patient's heart rate change in the course of the treatment? Rega's emergency flight physicians document every step in the medical treatment of their patients. What they previously recorded by hand on a pad of paper is now done digitally with a tablet device. Find out how the electronic patient report form helps emergency flight physicians and in what way the patients also benefit from this.

When the Rega Operations Centre calls out a rescue helicopter on a mission, each crew member – pilot, paramedic and emergency flight physician – receives a digital call-out on their smartphone. This already contains the key information about the ill or injured person, such as their name, gender and year of birth, as well as the reason for the alarm being raised.

An electronic patient report form is automatically opened on the emergency flight physician's tablet device. The tablet accompanies them on every mission and each step of the medical treatment is recorded on it. Until now, pre-printed forms with carbon copies were used and everything was documented by hand. However, frequently patients are attended to out-of-doors, sometimes under arduous circumstances. While it is possible to write notes with numb fingers in adverse weather conditions,

particularly in the case of rain, wind and cold this can result in not only the legibility of the handwriting suffering, but also the information carrier itself – the sheet of paper.

Everything is recorded on the tablet

But back to the electronic patient report form. Having arrived at the scene of the incident, the Rega emergency flight physician attends to the patient. The location of the accident site, the circumstances of the accident and details of the treatment can be quickly recorded on the tablet with just a few inputs. Is the patient responsive, is their breathing stable? Is medication being administered and if so, in what dosage? The user interface is generously designed, and symbols on the screen make it easier for the emergency flight physician to enter the data – it is even possible to select an

option from the menu with icy-cold fingers or wearing gloves.

In order to record the suspected diagnosis, the emergency physician can tap on the injured body part or the affected area on the depicted silhouette of a person and then select more precise details from the options menu. So if, for example, they tap on the arm, they can then choose fracture of the humerus or forearm, dislocated shoulder or other typical arm injuries.

Data is transmitted during the flight

The electronic form is continually supplemented during the flight to hospital, too. The medical equipment on board the helicopter automatically transmits the patient's vital parameters, such as the oxygen content in the blood or the heart rate, to the tablet's software. In addition, the emergency flight physician documents and supplements by hand the details of the therapy and the injury or illness.

The electronic patient report form supports the emergency flight physicians in their work

and the easy-to-use design relieves them of some of the burden. This allows them to focus even more strongly on those tasks that cannot be digitised – such as monitoring and directly interacting with the patients.

Clear information for the hospital

Once the Rega helicopter has landed at the hospital, the crew hand over the patient to the hospital staff. The Rega emergency flight physician informs the doctor-in-attendance both verbally and with the help of the data recorded on the tablet about how the accident happened, what measures have already been taken and the current medical condition of the patient. Previously, they would have left a carbon copy of the paper report form with the hospital staff after the handover. Now, the electronic form is transmitted to the hospital by means of an encrypted e-mail – so that clear and unambiguous documentation is also available after the Rega crew have departed.

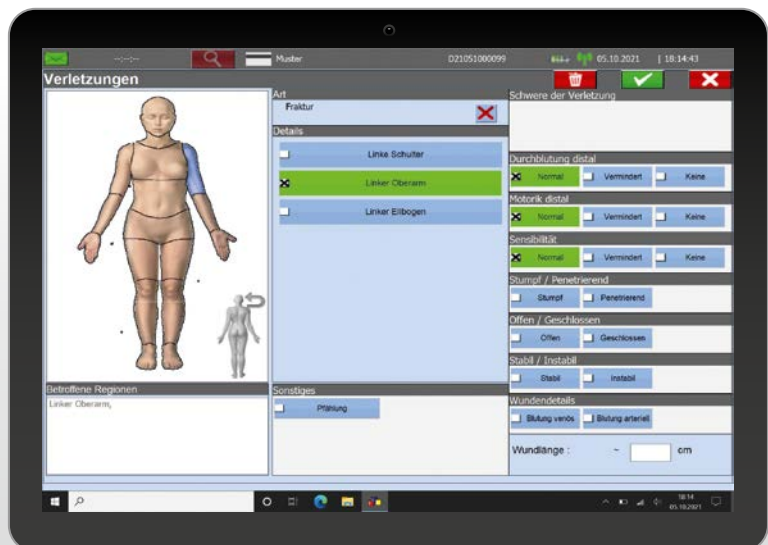
Corina Zellweger

K High demands made on the new solution

During a Rega rescue mission, patients are usually treated out-of-doors and the helicopter flight from the accident site to the hospital is often very short. Nevertheless, comprehensive, accurate and lasting information about the therapeutic measures taken is extremely important for the further treatment of the patient in hospital.

The path to the new technical aid

A particularly user-friendly and robust IT solution was required for the digitisation of the medical report form. A team of Rega emergency flight physicians and IT specialists drew up a list of specifications. They analysed what the emergency flight physicians needed when out on a mission and how they could best be supported by a technical aid. The project team finally found a manufacturer that could flexibly adapt its standard specialist software to Rega's individual requirements. After initial tests were conducted at selected helicopter bases, the tablet devices with the new electronic patient report form are now in use at all Rega bases.



The initial suspected diagnosis is entered quickly and easily: the Rega emergency flight physician taps on the injured body part or the affected area on the screen and then selects more precise details from the options menu.

Jet operations

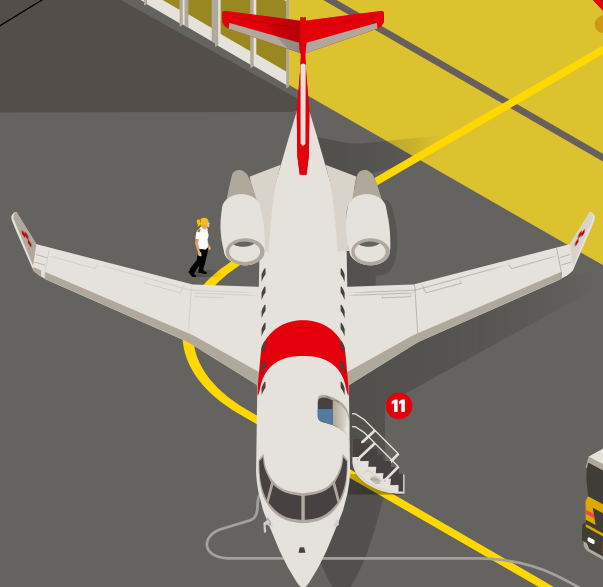
Rega's three ambulance jets fly patients from all over the world back home to Switzerland. This requires not only a jet crew, but also numerous members of staff in different teams and the appropriate infrastructure. Here we provide an insight into the Rega Centre at Zurich Airport, where the jet operations are based.

18

Helicopter
Operations Centre

The hangar is a hive of activity

- 8 An ambulance jet has just **returned from a repatriation**. The crew wheels the patient on the stretcher trolley to the waiting ambulance and hands her over to the emergency service staff.
- 9 A few metres away, **jet mechanics** are checking the engine of a Rega jet.
- 10 At the rear of the hangar is the **maintenance works for the rescue helicopters**.
- 11 The third ambulance jet is parked in front of the hangar. While it is being refuelled, the **Rega pilot performs the pre-flight check** and examines, among other things, the external aircraft parts for possible damage. Shortly afterwards, the jet taxis towards the runway at Zurich Airport.



Jet Operations Centre: here the repatriation is planned

1 Flight coordinators take the calls from patients or their relatives via Rega's international emergency number. The flight coordinators are in close contact with the medical consultants and dispatchers, and organise and coordinate each repatriation from A to Z.

2 Medical consultants talk with the doctors on location, as well as with the patients and their next-of-kin. They then decide if repatriation is necessary, and if so, when and in what form.

3 Dispatchers determine the flight routes of the Rega jets including any stopovers, calculate the fuel requirements, and provide the pilots with all the necessary flight documents before take-off.

4 In the briefing room, the flight coordinator responsible and the jet crew get together about an hour before departure to discuss the course of the upcoming mission.

Medicine and material room

5 Additional material and equipment is stored here, such as a transport incubator for newborn babies or spare oxygen bottles.

6 In the medicine room, the medical crew fetch **the medication and other supplies** for the upcoming mission.

Access for the emergency services

7 Ambulances can drive right up to the ambulance jet at the Rega Centre. This means that patients can be handed over to the emergency service staff quickly and gently.



You can find a video on servicing the Rega ambulance jets at www.rega.ch/video



Retten ist KLASSE –

Erste Hilfe an Schulen

Laut Hochrechnungen der Beratungsstelle für Unfallverhütung (BfU) verletzen sich an Schweizer Schulen jedes Jahr rund 49'000 Schülerinnen und Schüler.

Jugendliche, die in einer medizinischen Notfallsituation genau wissen, was zu tun ist, und kompetent helfen können? Im Schulprogramm «Retten ist KLASSE – Erste Hilfe an Schulen» lernen Schülerinnen und Schüler ab 12 Jahren genau das.

Erste Hilfe zu leisten, ist keine Frage des Alters.
Denn auch hier gilt der Grundsatz: **Nur nichts tun ist falsch!**



Detaillierte Informationen:
samariter.ch/retten-ist-klasse

Ein Programm des Schweizerischen Samariterbunds SSB
und der Schweizerischen Rettungsflugwacht Rega.



Retten ist KLASSE

 samariter  rega  for you

Opinion

Ernst Kohler

“We cannot buy IT solutions off the shelf.”

21

Her tiny fingers nimbly swipe across the tablet. A new maths problem appears on the screen and after a short time thinking about it, she taps on one of the three multiple choice options. “Well done – eight out of ten problems solved correctly” appears on the screen along with a confetti animation. My seven-year-old granddaughter beams at me and selects “Repeat tasks”.

The natural ease with which even second-graders use digital devices shows just how strongly information technology is permeating our everyday lives. At Rega, too – which has always used state-of-the-art technology to further improve its air rescue services – digital solutions are present in all areas of our work.

What applies to our aircraft also applies to our IT solutions: usually we cannot simply buy them “off the shelf”. Consequently, we employ business process engineers and IT project managers within our own ranks. With their expertise on our operational activities and processes, together with IT service providers they adapt standard solutions to suit our individual requirements or even develop customised solutions from scratch.

Here is an example of this in the hangar. As soon as a Rega helicopter is pushed into the hangar at the helicopter base, the electronic map with the aviation obstacles in the cockpit

automatically updates itself via Wi-Fi. Until now, our helicopter pilots had to regularly update the map themselves by hand using a USB stick. The new, automated process not only saves time, but also increases safety during missions.

Another example is the electronic patient report form: you can read how this supports our emergency flight physicians in their work and ensures that every step of the treatment is clearly and accurately documented on pages 16 and 17.

As great and promising as the new digital solutions are, the path getting there can be a rocky one: IT projects are often complex and expensive. There is also a great danger of losing focus and getting involved in too many digitisation projects at once. It is therefore all the more important to pursue a strategy. Our digital strategy gives us a clear direction and also supports us in prioritising IT projects. In doing so, we are guided by a value that has characterised Rega since the very beginning: the welfare of our patients. It acts as our “compass”, so to speak. As with other investments, with an IT project we always ask ourselves: what is the benefit for our patients? This clear focus is timeless, technology-independent, and tenable without any ifs and buts – and has helped Rega to make the right decisions over the last 70 years.

Our focus on patient welfare sets the direction in the sphere of digitisation.



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

“For me, Rega is an important partner”

22



Beat Rohrbach has been in charge of piste rescue in Lenk for over 10 years. Together with his team, he makes sure that the pistes are safe and administers first aid to injured winter sports enthusiasts. Rega is an important partner – for training and in an emergency.

You work closely with Rega. What form does this take in everyday life?

If a winter sports enthusiast has an accident in our ski region, the piste patrollers are the first to arrive on the scene. We assess the situation, administer first aid, and then decide whether a rescue helicopter is required. If so, we call out Rega via the emergency number 1414 and cordon off the piste so that the helicopter can land. To ensure that all this goes off without a hitch, we train our piste patrollers in close collaboration with Rega.

What basic and further training does a piste patroller require?

The basic course for Patroller A lasts around 14 days. Participants learn, for example, how to mark and close off the ski slopes correctly, how to provide first aid to casualties and how to call out Rega correctly. Subsequently, they can train to become a Patroller B with a focus on snow science and avalanche rescue, and also attend an additional avalanche blasting course. Those who want to become a head of piste rescue have to complete another course to become a Patroller C, which centres on leadership and management topics.

What role does Rega play in these training courses?

Rega has two main tasks. First, it provides us with important medical expertise. Usually, a Rega emergency flight physician or paramedic instructs the piste rescue team in first aid. Secondly, Rega's Partner Training team (see page 13) trains our patrollers in how to interact with

the helicopter safely and how to communicate over the radio.

What criteria determine whether or not the rescue helicopter is needed?

In the case of life-threatening injuries, we call out a rescue helicopter. With all other injuries, we decide based on various criteria. These include medical considerations, accessibility to the patient, the weather conditions and the appropriateness of the means. For example, we ask ourselves: Is the patient in severe pain? Can consequential damage be avoided by transporting them swiftly to hospital? Is the patient lying in a place that is accessible to us, and can we transport them from there by sledge? The age of the patient can also play a role.

Beat Rohrbach, 45

“We train our staff in close collaboration with Rega.”

Are there other points of contact with Rega besides accidents on the slopes?

Yes, Rega is an important partner in many respects. For instance, in the event of avalanches, after accidents at work, in the case of serious medical problems in the ski region, and with cable car or chairlift evacuations, which we regularly practise together. We can also call on Rega's Assistance and Care Service if we need psychological support after a difficult mission.

How has your work changed over the years?

Nowadays, we are equipped and trained better than we used to be. On the one hand, we have different material at our disposal, such as the vacuum mattress. On the other, we have also professionalised our



Piste and rescue services

Around 2,500 people work for the piste and rescue services in Switzerland's winter sports regions. They groom and check approximately 7,500 kilometres of pistes every day and ensure that winter sports can be carried out safely. In the event of an accident on the ski slopes, the piste patrollers go into action, secure the accident site, administer first aid and, if necessary, call out a rescue helicopter.

training. Our employees now receive much more in-depth training, especially in first aid. All this ultimately benefits our guests on the slopes.

Do you call out a rescue helicopter more often now than in the past?

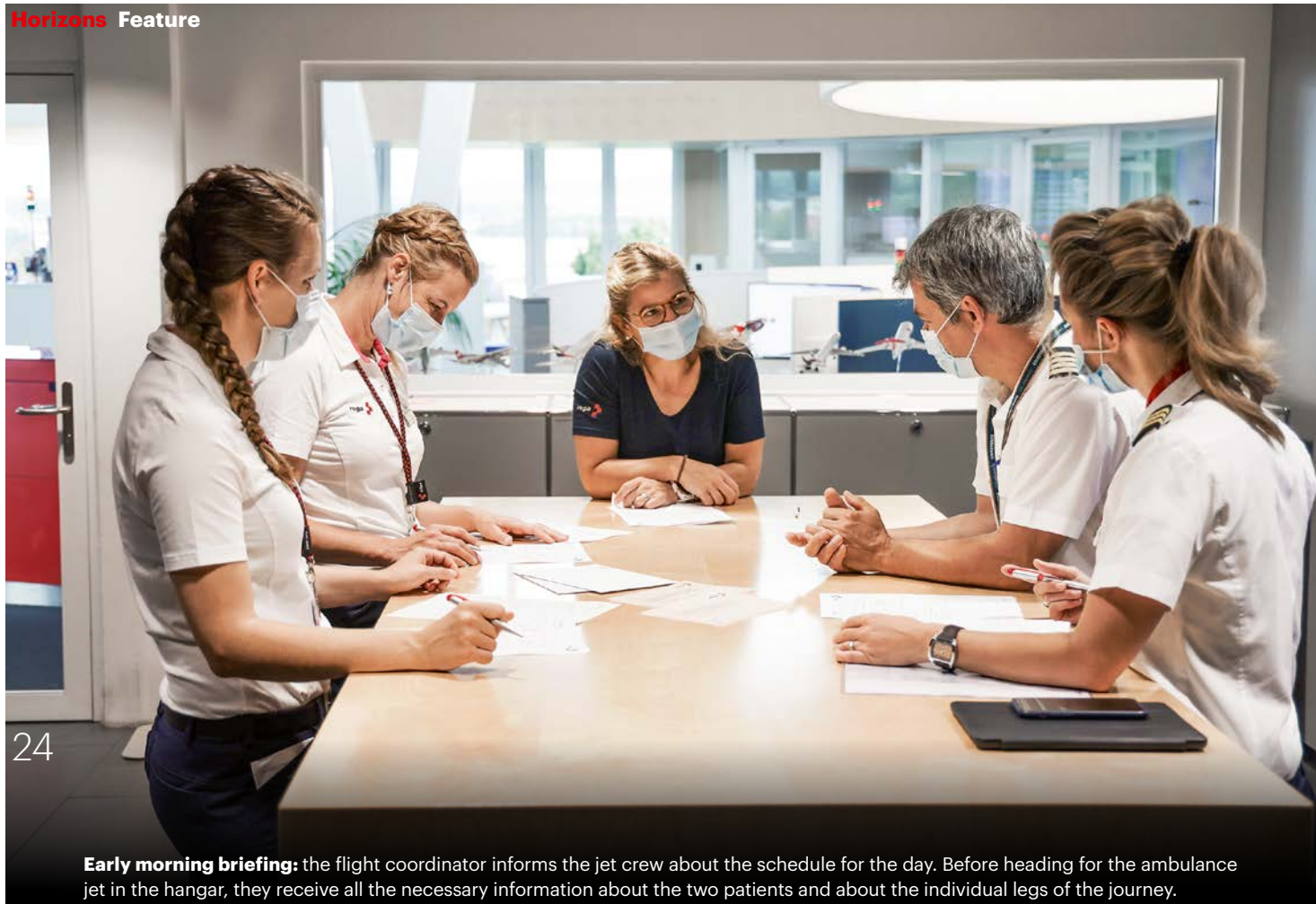
No. In this respect, the figures have remained stable for years. On average, we request a rescue helicopter for just under 20 percent of piste accidents for which we provide first aid on location.

What tips would you give to winter sports enthusiasts to ensure that they get down the slopes without incident?

The most important thing is to adhere to the FIS rules of conduct. Warming up and skiing or snowboarding according to your ability also helps to prevent accidents.

Interview: Karin Zahner

► **Safety on the piste:** you can find the FIS rules of conduct at www.skus.ch/fis-regeln



24

Early morning briefing: the flight coordinator informs the jet crew about the schedule for the day. Before heading for the ambulance jet in the hangar, they receive all the necessary information about the two patients and about the individual legs of the journey.



Second landing in Nîmes: the second patient of the day is pushed on the stretcher trolley up the ramp, which can be stowed away in the cabin door, and into the Rega jet.

South of France twice and then back home again

Four days before the mission, the father of 17-year-old Owen contacts Rega from a hospital near Cannes. A few days earlier, his son had been diagnosed with internal bleeding, the causes of which are still unclear. Since then, the Rega medical consultant has been in close contact with the father and the local doctors – because before a Rega jet takes off on a mission, a thorough medical assessment needs to be carried out. It soon becomes clear that returning to Switzerland by land would be too risky due to the unexplained medical situation, so the medical consultant opts for repatriation in the Rega ambulance jet. What no one knows at this time is that Owen will not be the only patient on this flight back to Switzerland.

Not far from the young man, in Nîmes, another Rega patron is in hospital care: he had fallen off his motorbike after steering it into a bed of gravel at around 100 kilometres per hour and had suffered serious injuries. At the emergency unit in France, he was diagnosed with a broken collarbone, four broken ribs and a pulmonary contusion. A deterioration



Karine Lang
45, intensive care nurse

“We have to remain flexible and also be able to react quickly to unforeseen situations.”

On this Sunday, the sun seldom breaks through the cloud cover on the Côte d’Azur. The crew of the Rega ambulance jet is in the south of France to fetch not one but two Rega patrons, who are being repatriated to Switzerland.

25

in his condition in the next hours and days cannot be ruled out due to the injuries in the chest area, so Rega’s medical consultants decide to repatriate him by ambulance jet as well. Based on their current locations and their diagnoses, the two patients can be flown back to Switzerland together. On around every third repatriation mission by Rega jet, two – or in exceptional cases more – patients are flown home at the same time.

The repatriation of the two patients is scheduled for the following day. A complex preparation process now begins for the flight coordinator at the Rega Centre, for unlike a repatriation with just one patient, several patient transports on the ground and several take-offs and landings have to be organised and coordinated. The flight coordinator draws up a time schedule, mobilises the crew and starts organising ambulances both in the ▶

south of France and in Switzerland. These are to transport the two patients to the Rega jet in France and later to the destination hospitals in Switzerland. Meanwhile, the dispatcher at the Operations Centre determines the flight routes, taking into account the wind and weather conditions, and calculates how much fuel is required.

Preparation for a problem-free mission

The next morning, intensive care nurse Karine Lang and flight physician Eliane Dössegger prepare for the mission in the medicine room in the hangar at the Rega Centre. They need to take with them the correct medication and medical equipment for both patients. “We always have to remain flexible and be able to react quickly to unforeseen situations,” explains Karine Lang. At the same time, pilot Stefan Hug and co-pilot Annika Berner discuss the details of the flight, as well as the take-off and landing times. At eight o’clock on the dot, the entire crew meet for a joint briefing with the flight coordinator. Shortly before nine o’clock, the Rega jet takes off in the direction of the south coast of France and lands in Cannes just under an hour later.

Questions for the patient

Meanwhile, patient Owen is feeling a little better. However, the cause of the severe

bleeding has still not been identified and his condition could deteriorate at any time. Until he is in the Rega jet, he is looked after by paramedics from the local ambulance service. After Owen is handed over to the Rega crew, Eliane Dössegger and Karine Lang check his medical condition and ask him a few simple questions – such as about today’s date or why he is being repatriated. “If possible, I do this with all my patients,” says Eliane Dössegger. “It helps us to understand their current condition and



Saying goodbye in Switzerland: the ambulance staff will now drive Owen to the University Hospital in Lausanne.

K Rega’s jet crew



Jet pilot

The Rega jet is always flown by two pilots, a commander and a co-pilot. Depending on the flying time and the total length of the mission, there may be up to four pilots on board, who during the flight take turns in the cockpit. The jet pilots are also responsible for organising fuel during stopovers and assessing the weather conditions throughout the flight.



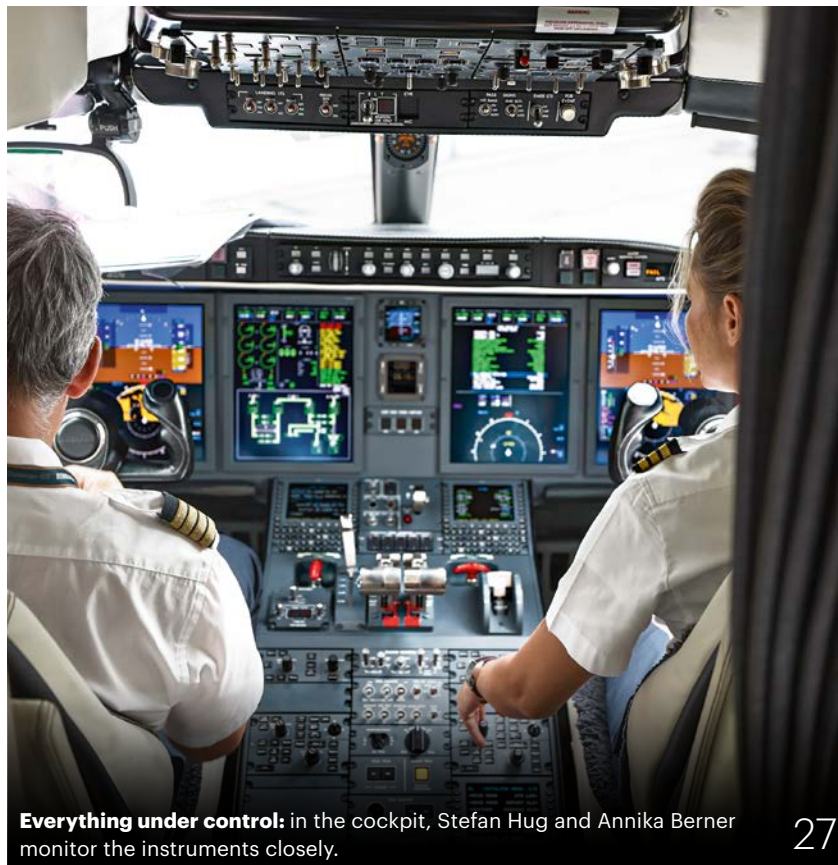
Flight physician

During the briefing prior to the mission, the flight physician receives all the key information about the patient. Before the flight, they check the medical equipment on board the Rega jet, such as the oxygen supply. At the hospital abroad, they consult with the doctors on location to ensure that the patient receives optimal medical care during the repatriation flight. The flight physician bears the medical responsibility for the mission.



Intensive care nurse

Together with the flight physician, the intensive care nurse guarantees the provision of professional medical care – from the time the patient is put into their care abroad to when they are handed over at the Swiss hospital. In addition, they collect the medical supplies before the mission, organise and prepare the food on board the aircraft, and coordinate between the flight crew, medical crew and partners involved, such as the ambulance staff.



Everything under control: in the cockpit, Stefan Hug and Annika Berner monitor the instruments closely.

gives us an idea of their mental state, so we can provide them with the best possible care during the flight.” A few minutes earlier than planned, the ambulance jet takes off for Nîmes.

At the right place at the right time

The flight goes off without a hitch and soon the Rega jet is taxiing to its stand at the airport. Just a few minutes later, the blue and white ambulance vehicle appears with the second patient of the day. Just enough time for Stefan Hug and Annika Berner to unfold the ramp, which was specially designed for the Rega jets, via which the patient, lying on a stretcher trolley, is subsequently pushed into the jet. The 58-year-old man is tired but visibly relieved that he is now going home. The medical crew and patients are ready for the flight, so Eliane Dössegger and Karine Lang give the go-ahead to the pilots in the cockpit. So far the mission is running smoothly, and the Rega crew is now 30 minutes ahead of schedule. The flight coordinator at the Rega Centre therefore informs the ambulance services in Western Switzerland and Zurich of the new arrival times. Thanks to this information, an ambulance is waiting for the Rega crew in Geneva in good time, ready to take patient Owen to hospital.

After the mission is before the mission

Before the last take-off of the day, Karine Lang checks the condition of the second patient once again. Until now he has been fast asleep and will also spend the final, short flight from Geneva to Zurich asleep. His condition is stable, and an ambulance will be waiting for him in the hangar of the Rega Centre to transport him to hospital. Shortly before landing, however, he does wake up. “We’re almost home,” Eliane Dössegger tells him, just before the jet touches down on runway 14. In the Rega hangar, the crew say goodbye to the patient before he sets out on the short journey to hospital by ambulance.

But for the four-person crew, the working day is not yet over. In the hangar at the Rega Centre, they make sure that the jet is ready again for the next mission. At the subsequent debriefing, the crew members discuss the past hours. The collaboration and communication with the Operations Centre had worked extremely well. As they leave the briefing room, the next repatriations are already being planned in the Operations Centre.

Mathias Gehrig

The flight coordinator at the Rega Centre at Zurich Airport also remains in constant contact with the ambulance jet crew throughout the mission.



You can find out more about our missions abroad at www.rega.ch/repatriation

Stranded in the fog

On the Schreckhorn, bad weather takes two mountain climbers by surprise. Due to dense fog, the Rega helicopter that has been called out cannot reach them. So two mountain rescuers set out on foot.



28

Schreckhorn (BE), 3.7.2021

It is an evening at the beginning of July. Two mountain climbers are descending the Schreckhorn when the weather suddenly changes: a rain front moves across the Bernese Oberland and thick fog envelops the mountain peaks. Due to the poor visibility, it is too dangerous to continue. They alert Rega.

Rick Maurer, helicopter pilot

“The fog cover at the summit was too thick. We were unable to locate them.”

At the Operations Centre, flight coordinator Marcia Wiederkehr immediately calls out a mountain rescuer from the Swiss Alpine Club SAC and mobilises the crew from the Wilderswil base. The helicopter picks up the mountain rescuer in the valley and flies towards the Schreckhorn for a first reconnaissance flight. “The fog cover at the summit was too thick,” recalls pilot Rick Maurer. “We were unable to locate the two men.”

The only way of reaching the two stranded climbers is on foot. So a second mountain rescuer is called out, and the Rega crew drops both rescuers below the fog level at an altitude of just under 3,000 metres. In

the meantime, the flight coordinator remains in contact with the men who had raised the alarm. They are freezing cold and are afraid that they will have to spend the night on the rock face. Marcia Wiederkehr reassures them that the rescuers are on their way and advises them to move around on the spot to keep warm.

Just before darkness falls, the two mountain rescuers reach the two alpinists. Together they start their descent. They are heading for just under the fog line, from where they can be evacuated by helicopter.

The crew is standing by at the Wilderswil base. It is already dark when the two mountain rescuers report that visibility should now be sufficient for a rescue flight. On the glacier below the summit, pilot Maurer is able to set down the AgustaWestland Da Vinci and fly the exhausted but uninjured climbers and their two rescuers in succession down into the valley.

Wanda Pfeifer

Surprised by the water

Sihlmatt (ZH), 25.7.2021 Two walkers are taking a break in the area along the bank of the River Sihl when they are taken by surprise by the suddenly rapidly rising water. The crew from the Zurich base free them from their predicament with the rescue hoist.

Evacuation from the roof

Onex (GE), 15.8.2021 In a block of high-rise flats, a man needs medical assistance and transport to hospital. The operation partners on location decide on evacuation from the roof of the building by helicopter. The crew from the partner base in Geneva lift the man off the roof using the rescue hoist and hand him over to the ambulance crew for transport to hospital.

Fall with the mountain bike

Warth-Weiningen (TG), 24.8.2021 A mountain biker takes a tumble in a wooded area and falls around 20 metres down a steep slope. The Rega crew from the Mollis base fly the injured man out of the inhospitable terrain with the rescue hoist and on to a central hospital.

K The Rega ambulance jet in figures








1,500 hours is how much time on average an ambulance jet spends in the air every year.

440 different tools are stored in a jet mechanic's tool trolley.

33 kilos – that is how much one front windscreen of the Rega ambulance jet weighs.

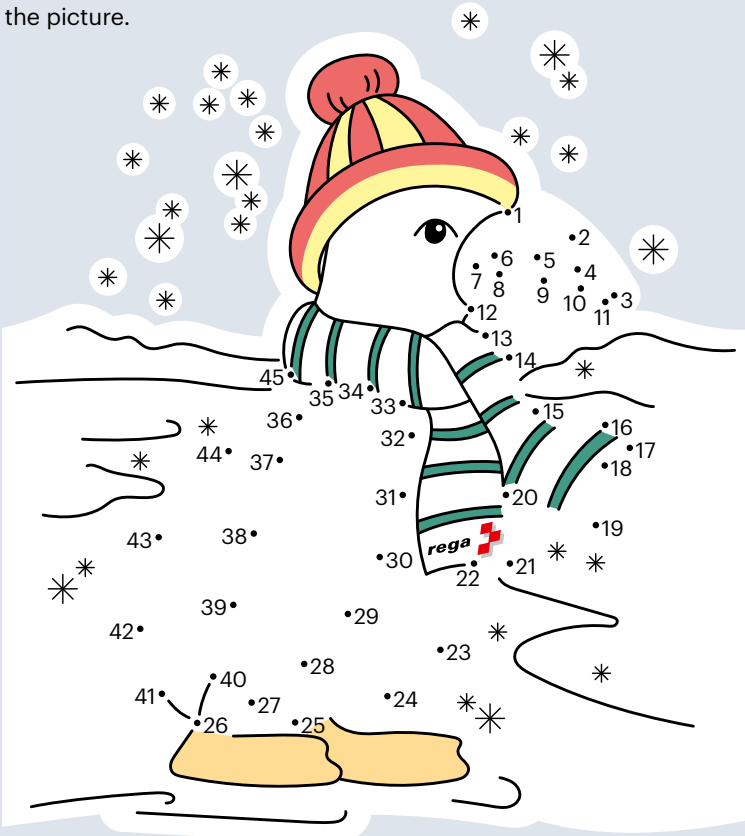
Rega kids

Competition Match the footprints with the correct animals. Write the footprint number in the white circle below the appropriate animal, then note down the letter/number combination for the avalanche dog as the solution.

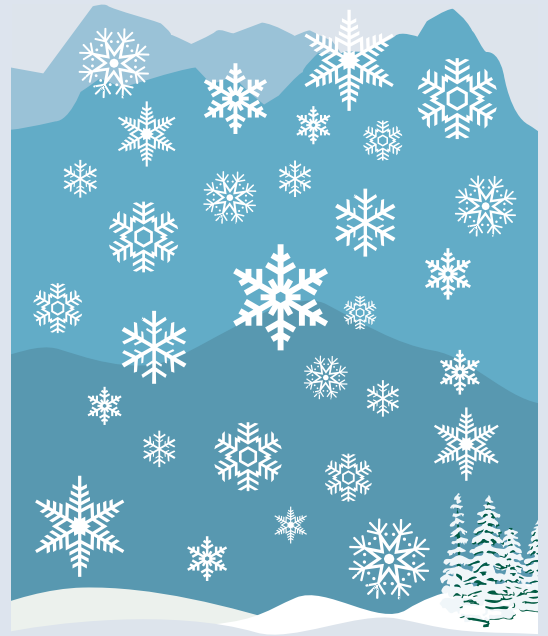
			
Hare	Stag	Avalanche dog	Squirrel
A <input type="text"/>	B <input type="text"/>	C <input type="text"/>	D <input type="text"/>
1 <input type="text"/>	2 <input type="text"/>	3 <input type="text"/>	4 <input type="text"/>
			

Solution: _____

Join the dots Connect the dots in numerical order and complete the picture.



Sort the snowflakes How many different snowflakes can you find?



29

Competition

Write the solution on a postcard and send by 31 December 2021 at the very latest to:

Swiss Air-Rescue Rega
 "Competition" Rega Magazine 1414
 PO Box 1414
 CH-8058 Zurich Airport

Ten winners drawn from the correct answers will each receive a shoulder bag worth CHF 39.-.

We're keeping our fingers crossed for you!



Solution from No. 96: 3

Each of the following has won a Rega insulated drinking bottle:

S. Brünisholz, Pâquier-Montbarry | E. Voirol, Auviernier | G. Andrey, Broc | H. Jeckelmann, Malters | A. Ledermann, Belp | E. Buchs, Im Fang | A. Sommer, Dübendorf | V. Bigler, Uetendorf | E. Rocchinotti, Locarno | F. Pesenti, Biasca

Congratulations!

Knowledge

30 Hiking through the snowy landscape challenges the body and invigorates the mind. Careful preparation of your tour helps to prevent emergencies.

An increasing number of people enjoy walking with measured steps through the snow and rediscovering nature far away from the ski slopes. Many tourist regions offer both marked winter hiking trails and signposted snowshoe routes. Whether winter hiking or snowshoeing: as with “normal” hiking in summer, tours in the snow require thorough preparation and careful planning.

Winter hiking the correct way

For winter hiking, you can follow the signposted winter hiking trails (pink signposts with a hiker symbol). They are preferably routed away from roads and are usually on snow-covered terrain. Winter hiking trails require a special degree of alertness and caution because of the snow and the risk of slipping. Apart from that, they do not pose any exceptional demands on hikers and correspond with the technical requirements of a yellow-marked hiking trail without obstacles.

Surefooted through the snow

If you have little experience with snowshoe trekking, it is best to follow the signposted snowshoe routes (pink signposts with a snowshoe symbol). These are protected against avalanches and difficult passages are usually secured. However, they are not nearly as well groomed as the winter hiking trails and are therefore

only suitable for snowshoes, not hiking boots. If you are planning more challenging tours away from the marked routes, you should be sure to assess your technical ability and physical fitness accurately. The more experienced you are, the better you are able to assess potential dangers. This applies especially to the risk of avalanche. According



How snowshoe trails are marked

The technical difficulty of signed snowshoe routes is defined by the gradient and transverse tilt of the terrain. It is indicated on the information boards at the start of the route, and optionally on the destination signposts, in the colours blue, red and black.

	Route easy	2.5 km	■
	Route medium	5 km	■
	Route difficult	8.5 km	■

easy (blue): not steep, with the exception of short and non-hazardous steeper sections

medium (red): moderately steep, exposed in places

difficult (black): often steep and exposed

Snowshoe routes are marked by **pink signs** with a white snowshoe symbol.

to the Swiss Council for Accident Prevention (BfU), the majority of serious accidents that occur while snowshoe trekking are a result of avalanches. Therefore, when snowshoeing, always take into account the current snow conditions. Consult the avalanche bulletin to find out about the avalanche situation, and ask the mountain transport staff again on site about the local conditions.

Continually reassess the situation

An experienced snowshoe trekker will also constantly reassess the situation throughout the tour and, depending on the time of day, take account of rising temperatures. You can reduce the risk of being caught in and buried under an avalanche by taking various measures. These include having good knowledge of the terrain and reacting to potential dangers accordingly.

When embarking on a tour in the snow, you should always carry with you a standard emergency kit, comprising an avalanche transceiver (LVS), an avalanche probe and a compact shovel (see also Rega Magazine No. 89: www.rega.ch/avalanches).

Suitable clothing and shoes

As with normal hiking, winter hikers and snowshoe trekkers also need to make sure they are wearing appropriate clothing. Sturdy, waterproof shoes with profiled soles keep your feet dry, support them and give you a better grip. In addition, good footwear helps prevent you from slipping or stumbling. Your clothing should suit the prevailing weather conditions and also include protection against the rain. Be sure to take with you analogue or digital maps (e.g. hiking map or a hiking app that can also be used without mobile phone

Rega tip

“Fully charge your mobile phone before you set out and keep it warm and protected – it can save lives in an emergency.”

reception) and sufficient provisions. Your equipment should also include a first-aid kit, a survival blanket and a mobile phone. It is advisable to make sure your mobile phone is fully charged before you set out and then to keep it warm and protected.

Calling out Rega

Despite extensive planning and taking sufficient care in mountainous terrain, accidents or medical problems

can still occur. In such cases, do not hesitate to alert Rega via the Rega app or the emergency number 1414. In an emergency, it is vital not to waste any time: bad weather, darkness or poor visibility can delay a rescue or even make it impossible. Do not wait too long.

We wish you a wonderful winter and many enjoyable moments outdoors in the nature.

Karin Hörhager

► More on the topic of raising the alarm

can be found at www.rega.ch/raising-the-alarm; information on the current avalanche situation is available at www.slfr.ch

K Tips for snowshoe trekking safely



Too much of a challenge heightens the risk of accidents and makes your tour less enjoyable. Be realistic about your abilities and plan accordingly.



Drink, eat and take breaks regularly to keep up your strength and remain focused.



If you are hiking with other people, be sure to choose a route that suits everybody. The weakest member of the group always sets the pace and the level of difficulty of your tour.



Pay attention to your time plan and the weather conditions. If the weather deteriorates, turn back in good time or seek shelter.



Plan your hike carefully. How is the weather on location, what are the snow conditions like, should you reckon with the weather worsening (e.g. wind, snowfall, fog)?



Do not follow unknown tracks in the snow without careful consideration.



Take adequate equipment with you on your tour, and ideally also carry with you an emergency kit for avalanche accidents, comprising an avalanche transceiver (LVS), a probe and a shovel.



Have you lost your way? Stay together as a group, return to the last known point and, if necessary, get help. The general rule of thumb is: do not take risks and do not overexert yourself. Turn back in good time.

Source: www.bfu.ch

Big Crown ProPilot Rega Fleet L.E.

Die Partnerschaft von Oris mit der Schweizer Rettungsflugwacht Rega hebt erneut ab: Mit einer dritten limitierten Serie erweist die Uhrenmanufaktur der traditionellen Schweizer Organisation ihre Referenz.

Eine unserer herausragendsten Kooperationen im Aviatikbereich lancierten wir 2016 mit der Schweizerischen Rettungsflugwacht Rega, die seit fast sieben Jahrzehnten medizinische Hilfe aus der Luft bringt und weltweit für Qualität und Professionalität steht. Für die Pioniere der Luftrettung in der Schweiz bauten wir 2016 und 2018 je eine spezielle Uhr. Nun dürfen wir mit Stolz unser drittes Modell präsentieren.

So war es uns eine Freude, ein Rega-Team zu einer Reihe von Workshops einzuladen – und mit der simplen Frage zu starten: Was benötigen Sie in einem modernen Zeitmesser?

Die Flugretter zählten eine ganze Reihe von Eigenschaften auf: Uhren mit klaren, perfekt lesbaren Zifferblättern, welche nicht reflektieren; und sie sagten, dass sie an

einer Uhr zwei besondere Eigenschaften benötigen – eine GMT-Funktion zum Eintragen der Logbuchzeiten sowie eine Pulsometerskala als Ergänzung zu elektronischen Pulsmessgeräten. Dass die Uhr robust, präzise und zuverlässig sein sollte, war selbstverständlich.

Ein Pilot brachte die Idee ein, die Uhren mit den individuellen Fluggeräten der Rega in Verbindung zu bringen, um die starke Bindung von Crews und Patienten an ihre Einsatzmaschine zu würdigen. Deshalb entwickelten wir 21 verschiedene Gehäuseböden, individuell graviert mit den Umrissen eines Rega-Luftfahrzeugs und dessen Immatrikulation. Von jedem Typ werden lediglich 100 Stück produziert – dies ist somit die breiteste und doch limitierteste Kollektion von Fliegeruhren von Oris.

#GoYourOwnWay



ORIS
HÖLSTEIN 1904

Rega Shop

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

OUR HIGHLIGHTS

1 Beanie 29.—

The fine-knit hat by Mammut in the Rega design keeps your head and ears snug and warm. Black & grey with embroidered Rega logo and emergency number 1414.

- Material: 50% wool, 50% polyacrylic
- Inner layer: Gore Windstopper membrane in the brow and ear area, windproof and breathable
- One size, unisex
- Wash at 30 °C



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 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 Backpack with roll-top closure 49.—

This sturdy backpack can be used to carry clothes, trainers, books, ring files or laptops and is ideal for work, school, leisure and sport. The water-repellent material and the roll-top closure ensure that the inside stays dry.

The main compartment features three slit pockets, as well as a padded divider for laptops up to 20 inches long. The backpack is comfortable to carry thanks to the padded back. Sewn into the padding is a small pocket with a carabiner.

- Pocket on the side of the main compartment for a water bottle or pocket umbrella
- Three slit pockets in different sizes
- Padded laptop compartment
- Additional zipped pocket on the front
- Adjustable shoulder straps
- Waterproof underside
- Volume: 17 litres
- Material: 100% polyester, water-repellent
- Dimensions: 46 × 30 × 14 cm (H × W × D)





4 AgustaWestland Da Vinci
29.—

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

NEW



7 Rega wall calendar 2022 22.—

Rega employees have captured with a camera scenes from their everyday work: 12 spectacular photographs accompany you through the year 2022. Format 48×33 cm. Picture captions in D/F/I/E.

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.

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



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.

CLASSIC



9 "Traveller" multitool by Victorinox 115.—

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

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



10 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 hours (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



11 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 trolley 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

NEW



12 Gym bag 10.—

A cool accessory for everyday use: a gym bag with reflective elements, a small outer pocket with zip and reflective carrying cords. It also has a pocket with Velcro fastener to safely stow away your mobile phone and wallet.

- Material: nylon
- Volume: 12 litres
- Size: approx. 38×31 cm (H×W)

► **Attention:** not suitable for children under 3 years

For the youngest Rega fans

www.rega.ch/shop

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



The playset comprises:

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

13 Rega operational base playset 129.—

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

Online Shop

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

www.rega.ch/shop

Orders by telephone or fax

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

Telephone orders **0848 514 514**

Fax orders **0848 514 510**

Terms and Conditions

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

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

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

Sender (please complete in block letters)

Ms Mr

Family name _____

First name _____

Street/No. _____

Area code/Town _____

Tel. _____

Patron no. _____

Signature _____

Thank you for your order.

For the youngest Rega fans



14 Helicopter and jet soft toy 15.— each

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

CLASSIC

15 Globi storybook 25.—

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

16 Globi colouring book 5.—

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

17 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.

NEW

18 Leather slippers for babies and toddlers 39.—

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

Order Form

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



No.	Article	Price (CHF)	Amount	Ref.
1	Beanie	29.—	_____	30056
2	Insulated drinking bottle	29.—	_____	90091
3	Backpack with roll-top closure	49.—	_____	90094
4	AgustaWestland Da Vinci	29.—	_____	50024
5	Challenger 650	29.—	_____	50020
6	Airbus Helicopters H145	29.—	_____	50018
7	Wall calendar 2022	22.—	_____	90001
8	Outdoor first aid kit	89.—	_____	90080
9	Victorinox "Traveller" multitool	115.—	_____	90082
10	Headlamp	59.—	_____	90079
11	Rega trolley suitcase	119.—	_____	90070
12	Gym bag	10.—	_____	30054

No.	Article	Price (CHF)	Amount	Ref.
For the youngest Rega fans				
13	Rega operational base playset	129.—	_____	40050
14	Helicopter soft toy	15.—	_____	50004
	Jet soft toy	15.—	_____	50022
15	Globi storybook, in German	25.—	_____	40040
16	Globi colouring book, 6 pictures	5.—	_____	40038
17	Teddy bear	35.—	_____	40037
18	Leather slippers for babies and toddlers, jet			
	Size 17-18, 6-12 months	39.—	_____	40052
	Size 19-20, 12-18 months	39.—	_____	40053
	Size 21-22, 18-24 months	39.—	_____	40054

● New ● Bestseller ● Classic

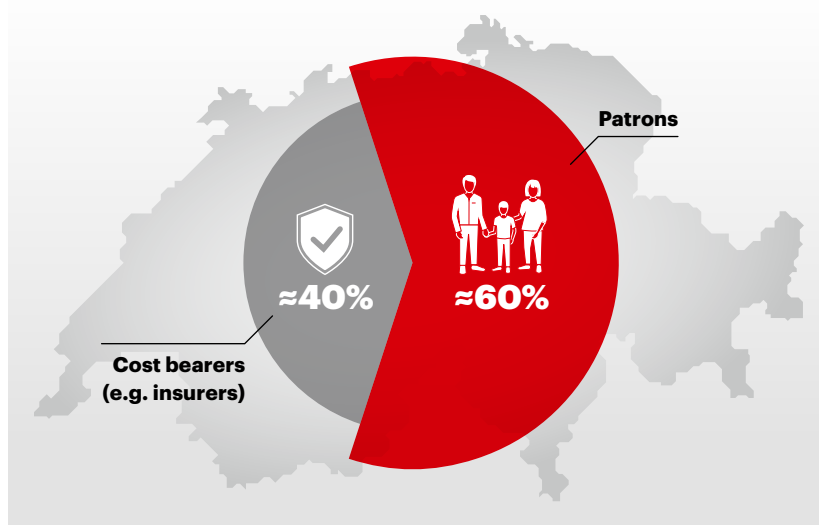
www.rega.ch/shop

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

Your contribution counts

Rega is there thanks to you. With your annual contribution, you keep Rega in the air – in the service of the Swiss population. Many thanks!

How Rega is financed



Rega helps wherever it can

Professional medical assistance by air around the clock, 365 days a year, with highly qualified staff, state-of-the-art rescue aircraft and equipment, and a dense network of helicopter bases – it would be impossible to provide all of this in a cost-effect manner.

Our patrons support Rega with their patronage contributions, donations, legacies and bequests and bear more than half of the overall costs. It is only thanks to your support that Rega can remain independent and always place the welfare of its patients at the centre of everything it does.

For this we thank you most sincerely.

► **Further information** can be found at www.rega.ch/patron

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