

# NEWS

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# Editorial Martin Stucki, CEO



In the last months we made a lot of progress on the program. On the commercial side we could acquire Air Zermatt as our first launch customer. On the technical side P2 was flown successfully through the first flight test phase. Now the covers and doors have been mounted on the aircraft and we are shortly before opening the next flight test phase with flights up to higher speeds and to higher altitudes.

We are in close contact with Air Zermatt with the exchanges on know-how and cooperation to lead to benefitting the helicopter. The aim is for Air Zermatt to get an aircraft ready for their operation with the necessary options in place and for us to benefit from their extensive know-how over a wide range of operations. We will open discussions with other potential launch customers to open up the base of know-how and to build up our customer phase.

In parallel to the above described actions, work for P3 has started. In a process which takes into consideration the awareness of P2 testing, insights through ongoing maintenance, and new findings through simulations, we are releasing P3 towards manufacturing. Overall for everybody, it is a time with a lot of challenges as all the work has to be done according to the processes and quality standards to make sure we will reach at the end a certifiable aircraft.

A handwritten signature in black ink, appearing to be 'M. Stucki'.

Martin Stucki, CEO

# P2 Start of Test Flights



On Friday, 26th of February 2016 late afternoon, it was time. Our Prototype 2 (P2) took to the skies for its first flight after completing its ground runs.

With the weather getting worse throughout the day, the last open items were cleared with FOCA and EASA, giving the go-ahead to Richard Trueman, Chief Test Pilot.

Within a short time, what had already become apparent during the ground tests, was confirmed – another important step forward.

The first flight of P2 achieved all test objectives and showed extremely good performance. In particular, the low noise levels achieved by the SH09, resulting from optimized design of the blades planform, and the “MAESTRO” – MArEnco Shrou-

ded Tail Rotor. The initial Flight-Test Phase, comprising several individual test programmes, has been successfully completed and preparation for Phase 2 has now started.

All in all it was a great team performance. All have helped to bring P2 successfully into the air. A special thanks goes to the calculation team, the workshop team, the electrical and avionics team and to the flight test instrumentation team. Thanks to the special effort from all, including night and weekend work, this achievement has been made possible. With this step achieved, the flight envelope will continue to be pushed with great motivation.

# Heli-Expo 2016



The timing of the P2 First Flight was more than convenient, as the videos of P2 in the skies of Mollis were shown just a few days later on our booth at the 2016 HAI Heli-Expo in Louisville, Kentucky, USA. This year marked the sixth participation of Marencoswisshelicopter at the world renowned helicopter exposition, which was held from the 1st to the 3rd of March. The booth featured the full-scale mock-up of the SH09 equipped with our newly developed optional equipment including two external cargo hooks with dual electrical release, one of these hooks being destined to Human External Cargo, an electrical de-iced wide-angle cargo mirror, a wide-angle de-iced belly mirror and bear paws.

The show team spent a very busy three days in Louisville, with back-to-back meetings with clients, prospects and suppliers. This year, the on-site team reached close to 30 persons, including our valued US-based team with FAA specialist Wayne Barbini and our Wright Brother awarded P1 Test-Pilot Dwayne Williams. Add to this, our network of partners travelling from around the world. Having a larger team onsite was required to engage in deeper

discussions with our visitors, with the presence of specialists or dedicated staff to attend specific needs. The high levels of energy and enthusiasm on our booth were a direct result of the mix of staff and clients engaging together over these three days.

Our ambitions and motivation were further boosted with announcements of over a dozen Letters of Intent and five contracts, including the confirmation of Air Zermatt as Launch Customer. Member of the Board of Directors of Air Zermatt, Philipp Perren, had travelled to Louisville especially for the announcement, which we greatly appreciated. With these good news fuelling into our company, we are now progressing every day in our flight-test programs in the testing of components and in the building of our infrastructures to bring the most ultimate, safest and modern helicopter to your heli-decks, helipads and doorstep starting with our first delivery to the renowned Air Zermatt operator.

# Launch Customer!



Selling a helicopter is much more than just that. It is building a partnership in which both parties can greatly benefit. With Air Zermatt as Launch Customer, we feel we have an excellent partnership for the SKYe SH09 to enter service smoothly. Bringing over 45 years of experience from Air Zermatt into the final stage of the launch of the helicopter and the special mission equipment will ensure that the SKYe SH09 will be the most modern and versatile helicopter in its class. The fact that Air Zermatt operates in a broad range of missions and in very demanding environments provides the ideal opportunity for the SH09 to demonstrate its capabilities. On the other side, Air Zermatt will benefit from the opportunity to shape the final version of the SKYe SH09 to so that it becomes the future “work horse” of its fleet.

Air Zermatt was founded in 1968 and started immediately with mountain rescues in the Swiss Alps. The pioneers from Air Zermatt performed the first direct evacuation out of the Eiger North Face in 1971 using a rescue hoist. In 2011, during the establishing of a Rescue Station in Nepal, a crew of Air Zermatt achieved a rescue on the Annapurna at 7000 mMSL. This rescue is still claimed as the highest ever accomplished rescue by helicopter.

Besides of mountain rescue, Air Zermatt is also very experienced and well known for their sling load operations for any kind and shape of materials. In addition to the mountain rescue and sling load missions, Air Zermatt does sightseeing flights around the famous Matterhorn or the Aletsch Glacier, as well as heli-skiing and VIP transfers from the major airports in Europe to Zermatt or any other well-known station in Switzerland. All these diversified missions can be carried out with their mixed fleet of single and twin engine helicopters.

Workshops with Air Zermatt have already begun and we look forward to providing more updates on the first unit from serial production.