



The Astec UK overhaul team completed the G-check inspection of Super Puma G-PUM1, above, in exactly 31 days. They followed up this impressive feat with a 28-day G-check on LN-OPH.

Astec Completes 4-week G-check

If you think a 31-day G-check on an AS332L is a tremendous engineering achievement, you'd be correct, but after reaching this milestone in October, Astec UK turned around and did the next one in 28 days.

A G-check inspection involves stripping the aircraft down to the airframe and thoroughly inspecting all components and equipment. The inspection is typically performed at between 8,000 and 8,500 hours on a Super Puma and usually takes six to seven weeks – and can easily take more than 12 weeks when performed by the manufacturer.

The sub 30-day G-check is new for Astec, but significantly reduced aircraft down time is obviously very attractive to operators.

"It was Neil Calvert's idea," Astec UK Manager Mitch Reid said in an interview the day the second AS332L rolled out the hangar door ready for testing.

An accelerated G-check involves no cutting corners, Mitch said, but it does require a dedicated team, cooperation from the customer and a smooth inspection with no nasty surprises such as the discovery of serious airframe defects.

"If major repairs are required to the undercarriage, or upper decks, or frames; or painting, then it will take extra time," Mitch said.

The customer is also an integral part of the project – they must provide pilots for the ground check and assist in the final aircraft flight testing in a timely manner.

Astec UK has a standard team of 25 helicopter engineers and support staff, and also hires a few specialists as needed on an ad-hoc basis. They work 11-hour shifts, covering 07:30 until 02:30 hours.

"I find that productivity tapers off after 2 a.m.," Mitch said, adding that one of his goals is to create an enjoyable, efficient work environment. "We're all lean and mean; the team logs about 1500 man-hours per week."

The G-check blueprint is a nose-to-tail plan produced by Ordin Husa in Norway which creates assembly-line precision with one-aircraft-at-a-time attention to detail.

The project manager for the G-checks was Mark Ritchie.

Mark said he is confident Astec UK can maintain this performance level. In fact, he's already hinting it could be done faster. It all depends on the "scope of work", the standard of the aircraft and defects found. "We waited six days for technical information from the manufacturer for a tail pylon deck change and corrosion on a main frame. Of course we performed other inspections while waiting, but if they had come back to us in say three days..."

Twenty-five-day G-check, anyone?

"We are not alone in the team effort we have great support from design, logistics and Kirkhill Overhaul services, who all perform a fantastic job."

RotorTales

CHC HELICOPTER CORPORATION

JANUARY – MARCH 2005

OWEN SHANNON BASE MANAGER, SONGKHLA, THAILAND

Horrific Tsunami Disaster Spurs Outpouring of Assistance

In Some Cases 'No one alive' To Accept Donations

On Dec. 26, 2004, one of the worst natural disasters the world has seen struck South Asia, ultimately claiming more than 150,000 lives. CHC has operations in five countries affected by the massive earthquake and tsunami: Indonesia, India, Myanmar, Malaysia and Thailand. Thankfully, no CHC employees or their families were killed or injured in the disaster. CHC employees were quick to respond with offers of personal assistance and donations of cash. CHC is proud to match all contributions made by its employees.

Following is a day-by-day account of CHC's rescue and assistance efforts, and observations of the disaster in southern Thailand, as reported by Capt. Owen Shannon, base manager at Songkhla, Thailand.



An aerial view of one of the many devastated resorts in the Phuket area. Photo was taken by Capt. Mike Price, who along with other crewmen flew his duty maximum 14 hours every day of the rescue operations.



An injured German tourist who had been battered by all three tsunami waves that hit Koh Laki is loaded aboard CHC's Songkhla-based Sikorsky S61 for a crowded flight to the military hospital in Hatyai.

to work instead ... a big sigh of relief from these guys. Others, who had planned to be there later in the holiday season, will now be canceling as well.

Our customers PTTEP and Unocal both dispatched a machine each to the area this morning, the S61, (HTU) with pilots Mike Price & Wanchai, and engineers, Yut and Daew. They were met with a fair bit of confusion and lack of organization, however the military eventually tasked them to a mission involving the moving of injured back to Hatyai. Unfortunately some of the injured couldn't be moved, and staff found themselves wishing they could do more.

The crews indicate the devastation is unimaginable. They have related some very disturbing stories ... people who have lost husbands & wives, children and parents ... people injured wearing nothing but rags and with no passports or money ... locals who have lost houses and livelihoods.

From the air, crews report seeing whole resort areas that have been wiped clean of hotels and restaurants; large brown areas appear where five-star accommodations once stood.

The S76 with Pilots Jay Faulkner and Panya Imyoo and engineer Rob Cavers, plus PTTEP coordinator Khun Yongyuth, finally arrived back in Songkhla at 22:00 with tales of confusion, accompanied by more tales of

27 DECEMBER – DAY 2
A LONG DAY FOR OUR CREWS, A LONGER DAY FOR THOSE AWAITING RESCUE.

As fate would have it, several of our Songkhla based crews either cancelled their trips to Phuket (for whatever reasons) or were scheduled

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CRAIG L. DOBBIN O.C. EXECUTIVE CHAIRMAN

Hope and Sorrow in South Asia

My fellow employees,

The devastating events of December 26, 2004 have given us all reasons to reflect upon how we spend our limited number of days on this earth. The massive earthquake and tsunami demonstrated the horrific, humbling power of natural disasters, but the events also brought out the very best in human nature.

I commend the tremendous efforts of CHC crew members in Thailand, who went out day after day to help those in need and who would have done anything within their power to help save lives. In fact, the only complaint heard from any member of the rescue team was a wish that they could have done more, that they could have worked longer hours, traveled further, or somehow given more to help the many victims. But as Owen Shannon's diary of the days after the disaster so vividly tells us, the unstoppable ocean was simply too destructive.

The CHC crews in Thailand brought back tales of human kindness, such as the shopkeeper who lost her entire store and livelihood but immediately offered money to a customer who was left with only the clothes on her back. I'd like to commend all CHC employees around the world who offered their time and money to

help with the recovery effort.

As a company, CHC has offered to match all employee contributions to disaster victims, so if you have not already done so, please forward your contribution amounts to your base manager or division president so your efforts may be doubled.

Beyond the efforts of individuals, the disaster reminds us of the accomplishments of mankind. One such accomplishment is the development of the helicopter, which perhaps more than any other vehicle, is instrumental in saving lives and reducing misery at times of crisis. Although most of us are involved in areas other than lifesaving, we share a passion for an aircraft that helps people do things they could not otherwise do. Our work paves the way for helicopters to do even greater things, and for this Company to provide more meaningful and rewarding careers.

Perhaps this great calamity will serve as a reminder that we can make a difference – both through our accomplishments and through our donations – that will directly improve the lives of others.

The events of December 2004 should also serve as a reminder that no matter what we do, the amount of time we have to spend with loved ones is limited. I urge you all to get out there and do great things, appreciate your time with family and friends, and have a healthy and prosperous 2005.



OWEN SHANNON BASE MANAGER, SONGKHLA, THAILAND

Thais Demonstrate Extreme Generosity

individual losses and miraculous escapes. Many barely escaped death as outflowing water, laden with furniture and other debris, battered their bodies. Our mission today involved food distribution and the movement of three injured. Engineers are now preparing HTU to head back to Phuket tomorrow where, hopefully, more can be rescued.



A Thai navy ship was washed up on a sand bar by the force of the Dec. 26 tsunami.

28 DECEMBER – DAY 3 GRIM SHORTAGES IN THE 'LAND OF GIVING'

From our point of view it now appears that Thai authorities have a better grip on the situation and our machines are being utilized more effectively.

PTTEP dispatched HTU with Pilots Kevin Parkin & Khun Thamrong and engineer Rob Cavers back to Phuket yesterday morning. After six hours of flying, they returned with repeat stories of devastation, human tragedy and misery. The images are haunting: navy ships high and dry, long boats perched on trees, pleasure boats on the second story of a ruined hotel; and a large dump truck in a swimming pool. All bear witness to the extreme force of the wave. Five star hotels are completely gone, only swimming pools remain. This was the worst hit area in Thailand, north of Phuket in the vicinity of Ranong.

Stories continue to stream in from those caught up in the experience ... a family running in front of the wave were lucky



A tsunami victim is taken from the S76 and loaded into a waiting ambulance for transport to the military hospital in Hatyai.

to escape with only the husband injured. He was evacuated to 'somewhere' and the family, not wishing to leave the area in which they were staying in case he came back, were desperate to find his location. Unfortunately food and water were scarce for the family and they had to be moved. No doubt they will eventually be reunited.

One thing that is emerging is the extreme generosity of the Thai people. Assistance and donations are being given by even the poorest of the poor. This 'land of smiles' is embedding itself now as the 'land of giving' in the minds of thousands of injured and separated victims, including those who have lost passports and money and family members. Thais are giving without hesitation. Their endless contributions are pouring in from all over the country.

One female tourist was making a deal at a watch shop when the water wiped out the shop in seconds. By some coincidence the woman and the shop attendant survived and ended up helping each other. The shop attendant, who had just seen her livelihood destroyed, tried to give funds to the tourist who was left with only the clothes she was wearing.

A drastic shortage of body bags and coffins is causing some concern, however the Thais are responding.



Pilot Kevin Parkin, left, and AME Rob Cavers on Phi Phi Island on Day 2 of the rescue operation. Photo taken by Tamwong Wongkamchan.

29 DECEMBER – DAY 4 'NO ONE ALIVE' TO ACCEPT DONATIONS

Both the Unocal and PTTEP machines participated today. HTU with pilots Andy Fowler and Panya Im Yoo and Rob Cavers (engineer) carried out one life-and-death medevac of a tourist back to a Hatyai Hospital and another with two seriously injured foreigners to Songkhla where ambulances ferried them to Hatyai. Phuket hospitals are overflowing as are some in the immediate area. Now all hospitals in Hatyai are being utilized.

HTC (S61) with pilots Kevin Parkin and Wangchai Kunawaradisai and engineers Yut and Dow, viewed horrific sights best forgotten. They flew the Minister of Transport to the worst-hit area in Thailand, where the King's nephew was killed. Makeshift morgues were near overflowing. Burials by burning were on a large scale. The force of the incoming

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SYLVAIN ALLARD CHIEF EXECUTIVE OFFICER

Tremendous Opportunities Ahead

The devastating earthquake and tsunami of 2004 serve as a reminder of the frailty of human life. But these devastating events and subsequent rescue efforts also remind us of the tremendous benefits helicopters provide – and the reasons

we are so passionate about this industry.

We should all be proud of what we accomplished in the last 12 months. 2004 was a year of great change for CHC as we commenced the strategic reorganization of our company and underwent significant expansion. Despite the constant challenges, CHC employees throughout the group performed in an extremely professional manner, and we continued to impress our customers, winning new contracts and renewals around the world.

This year, CHC continued to expand its operations, first with the acquisition of Schreiner Aviation Group, and then Whirlybird, Multifabs, Aero Turbine Support and Coulson Aero Technologies. We also expanded our fleet with the acquisition of 16 additional aircraft valued at \$165 million. These include nine S76C+s, three 412s, two AS332 MK2s, and an N3 and Learjet for Nigeria. For 2005, we anticipate similar fleet expansion starting with three S92s for Norway and several new medium aircraft for our international markets. As you can see, these are indeed exciting times for CHC, with tremendous growth opportunities for all of us in 2005 and beyond.

In 2004 we created a united European Operating division, which allowed us to bid more competitively and ultimately win the critical Statoil and NorskHydro contracts worth an estimated \$720 million over the fixed and option terms. The NorskHydro bid in particular was a true test of the efficiencies of the one-Europe structure, as

Norsk opted for an e-bid process, which culminated with a 30-minute window to finalize the bid through the Internet. Our European team performed admirably in this pressure-cooker situation.

There were other critical contract wins early in the year: contracts with new players in the North Sea; expansion in Thailand; a 10-year deal agreement with the Royal Australian Air Force; the sale and upgrade of Super Pumas to the German Frontier Guard; a MKII to Angola. The final contract announcement of the year also involved Schreiner – the awarding of a new long-term contract at Den Helder for the provision of two new aircraft types, the EC 155 and AB 139.

Last but certainly not least, 2004 marked the beginning of a strategic Company-strengthening exercise known as the Good-to-Great program. We are building on our strengths and consolidating our operations, starting with the relocation of our head office from St. John's to Vancouver, which we have just completed.

One of the added benefits of the process is that we are bringing together, for the first time, CHC professionals from all corners of the world. We had productive meetings through the summer, and a great session in October when the most diverse group of CHC operations staff ever assembled met in Vancouver for a week of flights standards and safety meetings.

Working together, we can embrace Mr. Dobbin's vision and build CHC into a great company, a company that will prosper for decades and provide an avenue for CHC employees to do truly great things. We have many challenges ahead, but when I look back at what we accomplished in 2004, thanks to all of you, we are well on our way to become a Great Company, built to take on any challenge and committed to safety and constant improvement.

STEPHEN REID PROGRAMME MANAGER, ASTEC UK

NH90... How the Raft was Won

Just before the company closed for the Christmas festivities last year I received a very interesting phone call from Frank Bjornsen, Sales Manager. It was a simple question and one that has presented a challenge to both myself personally and to Astec Helicopter Services. It went along the lines of 'How would you like to develop an external life raft installation for the NH90 helicopter?'

Imagine the response, Christmas had come early... 'yes, when, where, how... tell me more' was my reply. However I had to wait until January 2004 before I was to receive further information.

After a very successful sales visit to Eurocopter Deutschland (ECD), in Donauwörth, Germany, by Ordin Husa and Frank Bjornsen, Astec had positioned itself to bid for the project. It would be a lot of hard work and late nights, but then we are used to tight timescales within Astec. This is what gives us the competitive edge that makes Astec a successful organisation.

By the middle of January the Astec bid was ready and dispatched to ECD. Now began a time of waiting to find out if we had been successful. The news came in February that Astec has passed the first stage in the supplier selection process and was being asked to provide their BAFO (Best And Final Offer).

More hard work by the Astec team and many, many more late nights. On the 23rd of February Astec dispatched its BAFO to ECD and the rest is history. After many commercial and technical presentations and discussions, the project was awarded to Astec.

The team was established and this in itself would prove to be an opportunity for the involved departments to make use of the best resources in both Stavanger and Aberdeen. Astec are fortunate in that they have people who have vast experience in the integration of life rafts into helicopters for company use and for the Royal Norwegian Air Force. The key players in the team are:

Stephen Reid	Program Manager
Frank Bjornsen	Contracts Officer
Stuart Todd	Purchasing / Logistics
Tom Inge Fygle Hansen	Mechanical Design
Paul Howe	Electrical Design / ILS

However this is not a project that Astec could undertake without the help of other suppliers and organisations. These are:

Aerazur	Life Raft Supplier
Sorkomp	Composite Supplier
R & D Design Services	Electronic Design and manufacture
Inter-Tec Services	Structural consultants
RGW Cherry & Associates	Safety and Reliability Specialists

The project kick-off meeting was held in Stavanger on 27/28th April. Then began a lot of hard design and development work. The project was to design, develop and qualify the installation of externally mounted life rafts for the NH90 helicopter for the Nordic countries. Also included in the contract was the delivery of 19 aircraft kits, 14 for Norway and 5 for Sweden.

The timescales were very tight for a project such as this and there are five distinct phases, each of which must be approved by the customer, ECD.

- Kick off to Preliminary Design Review (PDR)
- PDR to Critical Design Review (CDR)
- CDR to Qualification Review (QR)
- QR to First Article Inspection (FAI)
- Kit Delivery

The agreed date of 27-29th July for Preliminary Design Review was to prove to be an extremely tight deadline. Astec did meet this date but not without some 'minor' consequences. Although the mechanical design progressed very well we were behind schedule with the electrical design. This delay was accepted by ECD and it was agreed that a phase 2 of the PDR would be held in Ottobrunn on 26-27th August. The PDR was completed, albeit with tasks to be completed by both parties.

So where are we to date? A very good question which at this stage is difficult to answer. Simply put, we have had the PDR and are now in the stage of final detail design in preparation for CDR. At this point in time, there are some issues which need to be agreed upon between Astec, ECD and the end customer to enable CDR to take place. Enough for now and we can keep the rest for another instalment when we complete the project... successfully of course... of that I have no doubt.

I would like to say a big thanks to all those people involved. To mention them all individually would need a full page. They know who they are. However in large projects such as this it's always the things that we take for granted that usually go unappreciated. So to Nina and Pat... thanks.

To close we have an article on the opposite page that has been written by Magnus Piva. Without Magnus expertise in the use of 3D CAD modelling we would not have achieved PDR for the mechanical design. But I must add that contrary to what he says in his article I think he has the easy bit... only joking.



Asbjørn Watland, left, a true master in his line of work, gives the finishing touches to the NH90 life raft jig. At right is Tom-Inge Fygle Hansen.



OLEMAGNELIE TECHNICAL INSTRUCTOR, CHC TRAINING CENTRE

Dangerous Goods CBT

A computer based training programme (CBT) for Dangerous Goods (DG) made specially for helicopter operators is under development and acceptance testing should be complete by the time this magazine goes to press. There has long been a need for such a programme.

The CBT will cover the provisions of IATA DG Book 2 for Flight Crew and Load Handlers. Under ICAO/JAA regulations, pilots are required to undergo initial training with a recurrent follow-up programme every second year. The Norwegian CAA is currently involved in the approval process, thereby opening the way for JAA approval.

The CBT is not unlike a PC game in that points are gained or lost as one progresses through the programme. A logical help menu is available if help is required. At the end a final test has to be completed. Results are logged for documentation purposes. It is module-based, so new versions of helicopters can easily be added. The first version includes all marks of AS 332, S61-N, S92, S76, AS 365 and B214ST.

This CBT may be accessed through the Internet or by installation on a PC.

Not only intended for pilots, this CBT is suitable for the training of load handlers, who are also required to undergo initial and regular recurrent training.

It should be noted that the Norwegian Government has subsidised the project, providing almost 33% of the funding.

MAGNUSPIVA ASTEC HELICOPTER SERVICES, STAVANGER

Astec Awarded NH90 External Life Raft Contract



3D-model showing the life raft assembly kit

"Astec, what is that?" People you meet ask curiously, and continue, "Is it a Mexican company?"

When you explain that Astec Helicopter Services is the world's largest overhaul and repair company for helicopters, and that we have the greatest engineering team in the world, that together with equally great workshops, we develop and install cool equipment, like Forward Looking Infra Red cameras, missile warning systems, Emergency Locating Transmitters, Electronic Flight Indicating Systems, Multi Function Displays, HF Radios, Satellite phones, Heart defibrillators, Life-raft system and lots more, for both military and civil aircrafts, they truly become fascinated and intrigued.

The remainder has been shared between Keytos (a software programming company) and CHC Training Centre.

Primarily designed for use within CHC we also intend to market this programme available worldwide.

For further information contact olie@chchs.com.



Comparable to a PC game, the programme awards or deducts points as the student progresses through the course. This illustration is taken from the S92 module.

One of the latest projects, The NH90 Life raft project concerns the development and manufacturing of 19 life-raft assembly kits for Eurocopter Deutschland for the NH90 helicopter, a new military search and rescue helicopter. Stephen Reid, our Astec UK design manager, leads the project. The development project is split into two major parts, an electronic and a mechanical component, between the Stavanger and Aberdeen office. The development schedules are very tight and have seriously tough deadlines.

The mechanical part (developed in Stavanger), which naturally is more interesting, is now (September) in a phase where mock-up models are being manufactured. All the different workshops, such as the sheet metal and machine shops, are working hard to enable a successful delivery and acceptance of the life raft mock-up assemblies.

The mock-up models are being assembled under the supervision of Asbjørn Watland. Asbjørn started his career as a technical drawer apprentice, but soon moved on to become a toolmaker. It was during this change, he started to work for HS for over 25 years ago. Asbjørn is one of the founders of the Stavanger machine shop, which nowadays can manufacture almost every kind of instrument, tool or machinery needed.

"If you ever need help with a tricky problem, go down and ask Asbjørn," Tom-Inge Fygle Hansen, the chief engineer of Astec, and also chief structural designer in the NH90 Life raft project, often says, and continues, "and I'm sure he will give you an excellent solution!"

BOB MILBURN MAINTENANCE MANAGER EUROPE

CHC Europe Safety Management System



Bob Milburn



Harry Armand Larsen, Flight Standards Co-Ordinator

Earlier this year, CHC Europe appointed a team of four individuals to implement a new Safety Management System. Thorbjorn Amundsen (Head of Safety & Quality Europe), Bob Milburn (Maintenance Manager Europe), Harry Armand Larsen (Flight Standards Co-Ordinator) and Michelle McCombie (Health and Safety Co-Ordinator) brought a wide and varied range of skill and experience to the team.

The first few weeks were spent researching vast quantities of safety management material from all sectors of industry and trying to establish gaps that existed within the different AOCs in Europe. The volume of information available was just amazing. Nevertheless, the process proved to be a sound education for most of the team and helped us become selective in determining what was required for our unique SMS. Some examples of safety

the process proved to be a sound education for most of the team and helped us become selective in determining what was required for our unique SMS

management systems were bulky to the extent that the team believed they would rarely be consulted by the end user and would be difficult to audit and oversee. With this in mind, the team decided on a concise series of documents that could be easily read and adapted to form the foundation of the SMS.

The system includes an SMS Exposition, which is the top level document providing a road map to style the system to CAA Publication CAP 712. This structure allows the SMS to comply fully with the CAP and with all of our present and potential customer requirements without favouring any particular company bias.

The second level documents consist of a Customer Commitment Exposition (CCE), Compliance Standards Procedures and The Safety Case Template. The CCE replaces the Quality Manual, which exists in some AOCs and was written to demonstrate to the customer that their expectations were being realised by the systems described. As ISO9001/2000 is written for precisely this reason, the team decided to adopt the ISO 9001 absolutely.

The Compliance Standards Procedures were written to provide guidance material for the Business Unit Leaders and management to help them comply with the expositions.

The second Level 2 document is the Safety Case Template which will assist the Business Unit Leaders to construct their own safety cases. These safety cases will demonstrate to any auditor or customer that all associated hazards and risks have been analysed for individual operations, that control measures are in place, and that there is an effective remedial action plan where responsible persons are identified along with target dates.

It has been emphasised that none of the new documents override any regulatory requirements that are part of the current AOCs. However the requirements of the expositions will necessitate changes to current documents and the creation of some new procedures.

During the course of the project, our colleagues at Schreiner, Africa, Australia and International assisted the team. The team was given demonstrations of the Integrated Safety Management System (ISMS) that Schreiner has been developing and the electronic HEMP (Hazard Effect Management Programme) analysis programme, which really captured the imagination.

The ISMS will be upgraded and modified into the CHC Safety and Quality Integrated Database (SQID) which will be used worldwide as a web-based tool for managing all Safety and Quality Management System issues. The electronic HEMP Analysis Program will be used worldwide as a tool for developing a safety case for each base.

What can one say about the electronic HEMP analysis programme? Some of the team were lucky enough to experience a demonstration of the programme and tuition at 500 miles per hour such that five minutes after the experience one was left impressed but unable to remember much about it. So after a few weeks of fumbling about and getting angry with inadvertent deletions, the team's confidence grew and a procedure was drawn up for using the programme. It is now the source of the Bow Tie analysis at Aberdeen and North Denes and will become so on all bases over the coming year as Safety Case Audits are completed.

At this stage, there have been Road Show presentations on all UK bases, Norwegian bases, and headquarters. Presentations to the Irish operation bases and Denmark were also completed.

One of the final procedures was to review what has been constructed against the CAP712 and to complete a self-assessment audit to ensure that all elements of the SMS were covered. After this, the team was to return to normal duties, but will be accessible to anyone who may seek further clarification on any aspect of the SMS.

For my part I would like to say that I have enjoyed the project mostly, although there have been some frustrations. I have learned an awful lot and believe the team members complemented each other's skills and personal experiences. I am pleased to be returning to my normal duties but would like to thank the other team members for their patience throughout.

I think that the team is most gratified to see that not only has there been a European system created but we have been advised that it is to be modified and adopted globally.



CAPT. ANDREW FOSTER CHC EUROPEAN OPERATIONS

Karachi Adventure

Every now and then, some of us get the chance to escape our normal work environment, travel to far off places and test our skills somewhere new. It does not happen often for a CHC North Sea pilot or engineer but occasionally those of us with a thirst for adventure can satisfy it -- as long as we say 'yes' quickly enough.

The 'yes' this time was to support a drill ship for six weeks, 345 kilometres south of Karachi, Pakistan in the Arabian Sea. All CHC Europe staff connected with the job worked hard to get everything ready on time. The team consisted of Capt.'s Peter Carrington, Andrew Foster and Des Ferry; First Officers Nick Cunningham and Dom Howlett; and engineers Russ Allen and Brian MacMillan. Some of us had done this kind of thing before and knew both what had to be done and how long it was likely to take. Others were new to the flexible, can-do attitude required. Regardless, we did it and ended up in Karachi, a hot part of the world in more ways than one, just about on time.

In the initial phase, just moving from the hotel to the airport caused us delays depending on who had been blown up where and what retaliation was expected following the incident. The list of reasons for delay presented to the customer included, among other things, denied access to airside for our engineers (who had the correct passes) to service the helicopter after disembarking the Antonov transport (put the blades on etc.). Security gave the reason that as we did not intend to fly that day we did not need access. The logic being if you don't intend to fly there is no need to go airside!

Our longest delay was spent awaiting permission to fly in Pakistani airspace. Pakistan has developed into a bureaucratic nightmare; we required approval from almost a dozen different departments to get off the ground for our first flight, the post-deployment air test. We were aided by our project manager who was a Pakistani National and the ex head of their CAA who was heard to mutter "I didn't know we made it



At work. A few miles from Aberdeen, the CHC Scotia team shines things up in the Arabian Sea.

this difficult for foreigners to operate in my country," as he wandered off to speak to the current head of the Civil Aviation Authority.

Permissions in hand, off we went for our air test only to be delayed on dispersal by a ground controller who found it difficult to accept a verbal request to start engines. Three hours dragged by and eventually a runner was sent with a written request, containing the same information, which was finally accepted.

The contrast to our initial frustration came six weeks later, when everyone was used to the operation. Air traffic controllers spoke to us, nearly always. Our crew changes were smooth, our handling agents managing one turn-around in 19 minutes, and that was with a cabin fuel tank to gravity fuel as well.

The flight crew routine was week-on, week-off due to flying and duty hour's restrictions. Week-on was based on the drill ship, week-off was in Dubai (two hours airline flight from Karachi). This was due to the security situation. Our engineers had to leave Pakistan once during the deployment as the Pakistan authorities would only issue 30-day visas, so they got to see Dubai too.

The main customer crew changes were spread over the middle of the week with the occasional VIP and customs and immigration flights. We also conducted one medivac flight for a member of the helideck crew who broke a leg. We had no weather delays and no delays due to aircraft unservicability and we were always on time, clean and tidy in our specially purchased uniforms. Tip of the deployment; putting ones passport through the wash is taking cleanliness too far and not to be recommended, as the only waterproof part of a passport is its cover. The story of the passports replacement and perhaps more importantly the visa needed for leaving Pakistan in the last few days of the contract can only be told over a beer.

Was it a job well done? Well our bosses at CHC Europe seemed to think so. Would we do it again? You bet we would - so how about it Mr. Dobbins, do we get another chance for a taste of something different?



At play: Andy Foster and Russ Allen enjoy a night out with their wives.



Sylvain Allard Appointed Chief Executive Officer

On Nov. 9, CHC held an impromptu gala to celebrate the appointment of Sylvain Allard as Chief Executive Officer, as Craig Dobbin assumed a new role as Executive Chairman. Within 48 hours of Mr. Dobbin suggesting the party, CHC's building management team led by Coralee Hewlett and Nicole Barker had the hangar converted into a black-tie ballroom, complete with a live jazz band, espresso bar and fine dining. The evening event provided a much-needed night of relaxation for more than 125 employees who had faced several challenges and changes over the preceding months.

Mr. Dobbin introduced Sylvain as the pilot who showed up late for his first flying assignment 23 years ago. He jokingly complained that he had to load the helicopter himself on a trip to fly-fishing trip to the Labrador wilderness.

In his acceptance speech, Sylvain added a few details to the story, particularly the fact that he was there all the time, waiting at the front door of the building, while Mr. Dobbin entered through the back door with his guest. On that day in 1981 Sylvain made his first deal with Mr. Dobbin, suggesting that if he didn't catch a salmon at Sylvain's secret fishing hole within three

casts, Mr. Dobbin was free to fire his new pilot on the spot. Mr. Dobbin caught a salmon on his first attempt.

Here are some of the memorable words spoken, or sent by telegram, at the Nov. 9 gala.

"Sylvain, myself and Jo Mark (Zurel) sat down and decided we would go forward and make a run at the Norwegian Helicopter Service Group; it was in large part to due to Sylvain's efforts that we got that thing accomplished and used the synergies to make the company very very prosperous. ... Sylvain is held in the highest esteem by his colleagues, by customers and by the financial institutions with which we deal. I admire the fact that he is loyal, his loyalty is unsurpassed and that's the bottom line, absolute pure loyalty. I admire his ability to share, to communicate, to be reasonable, not to have a separate agenda. Sylvain has a lot of magnificent attributes that people who know him would understand and, I'm sure, would applaud."
- Craig L. Dobbin, O.C. Executive Chairman, CHC Helicopter Corporation.

"I'm calling to offer my congratulations to you Sylvain. It's great, you've helped Mr. Dobbin immeasurably. I think the

employees and the people you serve, the customers and everybody else, will be more than delighted to hear you've become the Chief Executive Officer."
- Harry Steele, Chief Executive Officer, Steele Communications and former director, CHC Helicopter Corporation.

"Congratulations on being appointed Chief Executive Officer, first class, well done, I couldn't be more excited for you. Craig Dobbin is a great entrepreneur with a vision for both business and people. He has always seen early potential as he unquestionably did in you. All the very best."
- Robert Foster, President Capital Canada Inc., and major shareholder, CHC Helicopter Corporation.

"Sylvain, warmest congratulations on a well-deserved appointment as Chief Executive Officer of CHC. Sylvain, no one deserves being made CEO of a company more than you do, best regards and all the best wishes and good luck."
- The Honorable Frank D. Moores, former Premier of Newfoundland, former director, CHC Helicopter Corporation.

"Sylvain, I am so very proud of you. You will continue to move the industry that moves the world. Congratulations and best

wishes from all your team at Global Operations."
- Christine Baird, President, CHC Global Operations.

"Sylvain this is a great day for you, the reward of hard work, loyalty and honesty. You will be leading the world's largest helicopter operation – a challenge in which I have no doubt you will succeed. Best wishes partner."
- Jean-Pierre Blais, President, Canadian Helicopters Limited.

"This promotion is very well deserved and long overdue. Looks good on you buddy."
- Jo Mark Zurel, Senior Executive and Chief Financial Officer, CHC Helicopter Corporation.

"Sylvain, interesting to note that at CHC just like at the bank, hard work, perseverance and intelligence has absolutely nothing to do with getting ahead. Congratulations buddy. Big shoes to fill."
- Randy Hartlen, Managing Director, Corporate Banking, The Bank of Nova Scotia.

"Hey Sylvain, it's been a great 22 years together, we've had lots of challenges but we've risen to them all. I really look forward to another 22 years of working with you. Congratulations."
- Candace Moakler, Vice-President, Corporate Affairs, CHC Helicopter Corporation.

SUSANMCALPINE EXECUTIVE ASSISTANT, MAINTENANCE AND ENGINEERING



'Two-Week Contract' Extended 35 Years



Kathy Gillard

At the end of August, Kathy Gillard, CHC Helicopters International's Manager of Crew Resources, will reach a milestone that very few women at CHC Helicopters - arguably none at all - can profess to have met. You see, on August 18th, 2004, Kathy will celebrate her 35th anniversary with the corporation. "You can tell them I started working when I was 14," Kathy told me with a sly smile.

Kathy's anniversary is special for another reason, too: this anniversary marks what was to be a 2-week contract at Okanagan Helicopters. "I finished business college, took a holiday to England and when I rolled back into Vancouver, I called a temp agency looking for work. They assigned me to a 2 week contract at Okanagan," says Kathy - and the rest, as they say, is history.

Kathy started her career in the Accounting Department, but after a couple of years, she started to think of new challenges. "I was going to take a job at Canadian Airlines," she says, "but a job came up in the Tech Library, so I decided to try that." Eventually, Kathy moved into Tech

Records and, in 1981, into the Operations Department, where she has worked ever since.

Kathy is, of course, one of the first points of contact for any pilot or AME starting a career with CHC. She oversees the Travel Department and arranges scheduling and documentation for 225+ pilots and AMEs - truly, Kathy and her team are the gears that keep CHC Global's wheels turning. For crewmembers, she is probably one of the most contacted individuals in the company.

"I could write a book about the people I've known," says Kathy. "Apart from the challenges which keep me interested, people are the reason I'm still here. They are the backbone of this company. People get us through the good times and the hard times." In fact, Kathy says she keeps in touch with a large number of crew who have come and gone (and sometimes come around again).

Kathy's ability to juggle crewing logistics is unparalleled; she does her level best to accommodate everyone as diplomatically and reasonably as possible. While dealing with constant change (and often at the last minute) Kathy's energy and persistence seem boundless - even on days when most of us would have long since thrown in the towel. "It helps to keep a sense of humour about things," says Kathy.

Kathy, for the work, the energy and the commitment you have given to CHC, we thank you. Congratulations on your 35th anniversary.

CHC Engineer First to Earn Full EASA Licence

Sandy Nelson has recently become the first engineer in the UK to receive a full EASA 26 part 66 B1.3 license with unlimited type on the Eurocopter AS332L2.

He has spent most of his life around aircraft of some description so it seems fitting that he is the first to achieve this distinction. Despite spending four years at Art College and gaining a HND in Spatial Design, his abilities always seemed mechanical, so at 24 he became a mature apprentice with Bristow Helicopters. Thus began a changing and challenging time in his life.

His first day as an apprentice was his son Daniel's first birthday and it was the day before his son's seventh birthday that he received this new license.

In between, he finished his apprenticeship with another company called PDG Helicopters and started working on small helicopters such as AS350/355s, Bell 206s and Robinson helicopters, amongst others. He gained a UK CAA section L license during this time and three years ago came to work for CHC.

Initially working for CHC Scotia he is now part of the CHC Astec UK base maintenance team performing major inspections on AS332L/L1 and L2, S76, AS365N helicopters.

In his life he quotes his family - wife Sandra and son Daniel - as his main focus, though his great passion in life is fly-fishing. This passion consumes much of his spare time and as he says: "A bad day's fishing

beats a good day at work, but I love my job so life doesn't get much better." An active member of the Aberdeenshire Fishing the Fly Forum, he is also talented fly-tier. When asked for a comment on his achievement, Sandy was quick to praise others. "Thank you, to all those at CHC Scotia and particularly those at CHC Astec UK base maintenance, for their continued patience and willingness to pass on their experience," he said. "They have helped me gain a greater understanding of aviation engineering than any course, and I only hope I can give them the respect they deserve by doing the best job I can. It really is a great team to be part of."



Sandy Nelson in his natural habitat.

CHC Acquires Majority Stake in Aero Turbine Support

Back to the Future for new R&O unit president

When CHC purchased a majority share of independent Aero Turbine Support Ltd. (ATS) in September to help launch a new North American R&O business under CHC Global Support, it also brought back a piece of its own history. ATS president Steve Seidel, one of three founding partners, actually began his aviation career with CHC in 1987, just as CHC was buying Okanagan Helicopters and issuing its Initial Public Offering on the Toronto Stock Exchange.

In fact, when Steve joined the Company's shipping and receiving department, the orange Okanagan hummingbird logo was more prominent than the red Canadian Helicopters hummingbird.



ATS principals Kevin Maley, Manager Quality Assurance (left), Steve Seidel, President (center), and Jeff Seidel, Manager Responsible for Maintenance, at home with the CT58 Compressor Rotor Assembly at the ATSL facility in Langley, B.C.

Steve was quickly promoted to the engine shop and eventually his job moved to Acro Aerospace after CHC spun off its R&O business. In November 1999 Steve left Acro and launched ATS with partners Kevin Maley and his brother Jeff.

The ATS R&O facility in Langley, B.C. has grown from 2,200 square feet to nearly 10,000 square feet and space is tight, with additional expansion planned even before CHC's acquisition.

Enter CHC, and business could expand exponentially. ATS supports General Electric CT58/T58 ("GE") engines operating in Sikorsky S-61 and Pratt & Whitney Canada PT6T ("P&W") turboshaft

engines operating in Bell 212 aircraft. CHC operates approximately 100 of these engines in its worldwide fleet.

ATS is currently putting through about 40 engines a year, and continues to expand the amount of work it completes in-house. They have added a welding shop, fuel pump overhaul capabilities and have the equipment for an engine test cell should market conditions warrant it.

But the real reason behind ATS's support is customer service, Steve said.

"We'll go to all the stops to get the job done. It doesn't matter what day it is, we'll get on a plane that day to get to an engine - we have to be the best at what we do."

The three partners also agreed CHC was a great fit - and not simply because the Company has 100 engines in the fleet. ATS was keen to work closely with an operator, particularly when that operator is the world leader.

"The attitude everyone here has is we really take the customers' operations seriously," Steve said. "We've really aligned ourselves with the operations side."

So whether you are flying an S61 in Thailand or a Bell 212 in the Middle East, you can be sure the ATS team understands exactly what conditions you are flying in and has taken every step to ensure the equipment is in perfect condition.



ATSL technicians Andrew Logan, left, and Sean Falkenberg perform a final inspection on a CT58 gas turbine engine.

CHC to Acquire Coulson Aero Technologies

On December 8, 2004, CHC announced it had entered into an agreement to acquire the assets and capabilities of Coulson Aero Technologies Ltd., a B.C.-based helicopter component and turbine engine maintenance repair and overhaul (MRO) company. CHC also entered into a five-year agreement to provide MRO services to Coulson Aircreane Ltd.

The acquisitions of Coulson and ATSL, together with CHC's in-house dynamic component capabilities, give the Global Support division the capability to support, on a nose-to-tail basis, its entire fleet of more than 80 S76 and S61 aircraft. CHC will also compete for helicopter support work for a worldwide fleet of more than 500 aircraft in this sector.

OWEN SHANNON BASE MANAGER, SONGKHLA, THAILAND

'It's Now a Rush to Bury the Dead'

water was more than apparent with the disappearance of the five-star accommodation and the placement of a very large police boat at least one kilometer from the shore.

At the end of the day one engineer, who'd spent the day with the 61, was seen carrying donated bags of clothes away from the helicopter. "There was no one alive to give them to today," he said.

It's now a rush to bury the dead.



By Day 5, the rescue effort had turned to a supply mission, a welcome relief from the first days when thousands of victims would surround the helicopter looking for medical assistance or news of missing loved ones.

30 DECEMBER – DAY 5

MAMMOTH RESPONSE TO ENORMOUS DISASTER

All crews in Songkhla continue with their normal work routine, perhaps a little frustrated that they cannot be more involved in the recovery effort being conducted on the other coast. HTU (PTTEP) was at it again yesterday with Jay Faulkner and Natr Thanasthit as pilots and Ron Cavers engineering.

The days' helicopter activities were mainly VIP-related with The Minister of Energy and his entourage as the main passengers. Crews were frustrated that they could not be on the front lines saving lives, but we are finding that persons of this caliber do have their place on the ground in these circumstances, as hard as it is to realize. Khun Yongyuth (PTTEP Traffic coordinator and now a well-respected member of HTU's crew over the past four days) reported that the minister solved many problems in getting power to isolated areas they visited, especially where numerous refrigeration vehicles were in need.

Phi Phi Island was again visited. The grisly discovery of hundreds of bodies where rubble was moved is adding to the enormity of disaster. A rumor of an approaching second Tsunami had the helicopter leaving Phi Phi in haste as several Royal Black Hawks darted in to pick up Royal staff and others assisting in the rescue and recovery.

The crew reported that the recovery response in all areas is taking on a mammoth input of resources evident in the form of hospital staff, heavy equipment to clear access and rubble (in the hopes of finding survivors), embassy tents, mobile phone towers and large quantities of food, water, etc.

At local hospitals in this area (Hatyai) they have set up internet access for the patients, scanning facilities for foreigners to scan their documents (if they have any), interpreters and other assistance. Even in Songkhla, some street corners have special tents set up as collection points for clothes and any other items people feel would be of assistance.

No pictures today. Perhaps you saw the picture that is on everyone's minds of the Swedish lad that was on the front page of the Thai "Nation" paper yesterday. He had a note pinned to his chest depicting something along the lines of: "Missing - father, mother and brothers".

31 DECEMBER – DAY 6

SOMBER NEW YEAR'S EVE

The last day of the year was the final day of direct helicopter assistance by CHC and TAS (via PTTEP and Unocal) in the recovery efforts. A large number of helicopters from Thailand and Singapore fill the air in the Phuket area. Some very sophisticated Blackhawks and Chinooks lead the fleet of around 30 or more military and police machines.

HTU spent the day in the Krabi area making three trips to Phi Phi Island with 'medicals teams' surveying the damage. The two bottom floors of one of the island's most popular hotels have been destroyed and the third floor is being used by the rescue workers as a Command Center.

Thailand's casualties, split families, destroyed livelihoods are immense but somehow do not compare with likes of Ache, Indonesia where the main town was destroyed leaving 45,000 dead. At least in Thailand, most areas are well supported by roads. Supplies of fresh water, clothing and food are already apparent in the worst hit areas.

These reports contain summaries of conversations held with the crews involved. All did a great job and PTTEP has already expressed verbal thanks for a job very well done.

Best regards,
Owen Shannon



Five-star accommodations were wiped off the map, leaving thousands dead and thousands more injured or homeless.

Continued from page 3



JAY GATES CHC AFRICA

Chris Simmons

23rd OCTOBER 1966 - 13th OCTOBER 2004

*"You'll remember me
when the west wind moves
upon the fields of Barley"*

How do you try and paint a picture of a man that so few people know? Chris Simmons was everybody's best friend. Some thought he was the quintessential Englishman, i.e. Always do what is right, keep your head down, get the job done, treat people well and only speak when it is appropriate to do so. In hindsight, Chris probably knew the end was coming, which was why everybody who met him in his final year said that they felt touched by him.

Chris came to CHC after a layoff of almost two years when he battled, and had apparently beaten, the scourge of cancer. He was an accomplished Pilot and a great Commander who built up his experience first in the North Sea flying the S76 for KLM/Schreiner, and then in the demanding role of a Law Enforcement Pilot with the North Wales Police. When he returned to CHC, it was very apparent to the Pilots of the Humberside and North Denes bases that this was a man of consummate flying skill. With the downturn in the southern North Sea, Chris decided to come over to the Africa Division and was offered a Command Position on the S76 operation in Agadir, Morocco.

All he wanted to do was fly, and he elected to put himself up for the maximum amount of flying duties that he could get. A small base needs people who can put up with confined spaces and get on with anyone. In Chris they got exactly that. A man of great social skills, and unbounded friendliness, who impressed everybody who met him. Such was his popularity, and demeanour, that he was made Base Manager when the incumbent, Mark Grant, went on leave. Chris was there at the start of the Agadir operation, and he was there, as Manager, at its conclusion. It was only when he returned home for some well earned post-contractual leave that it became apparent that



Chris Simmons

all was not well with him. He was taken ill whilst on holiday with his partner on the island of Ibiza, and given the heartbreaking news that his cancer had returned.

A hasty return to England for further tests resulted in the doctors giving him only a few more months. Together, with Anne, Chris' long-time partner, they decided that the upcoming Oct. 23, Chris' 38th birthday, would be made an even more special day. They decided that this day would be set aside for their marriage. Sadly, the time promised to Chris turned out to be optimistic, and he was called on to a better place just over ten days from that special date. His funeral took place on Wednesday, Oct. 20, at St. John's Church in Great Sutton, near his home in Cheshire, and his last instructions were that nobody was to wear black for the occasion. Poignantly, Anne chose to wear the dress that she should have been married in.

Great words are not always needed to remember a person, nor to honour his memory. Some people are just not equipped with the gift of spontaneous and eloquent speech under these trying circumstances. Chris is best summed up by Mark Grant, his Base Manager in Agadir, who had this to say:

'I am pretty hopeless at writing things about people. I am better at telling them face to face. I just want to say that I really thought a lot about Chris. He was such a great guy and I am very sad to see such a nice person like him gone from mine and everybody's life. We might have been brothers in a previous life as we got on so well. He will be deeply missed by me and no doubt all that knew him'.

And so say all of us! So the next time you feel that west wind blowing on your cheeks, or you see the barley waving gently in the fields, give a thought for Chris.



Mark Grant and Chris Simmons

CHC People



Welcome Aboard

CHC Global Support: Lars Landsnes, VP Business Information; Jim Campbell, VP of Overhaul Workshops; Margit De Jong, Executive Assistant; Igor Dmitrienko, DAO - Avionics Engineer; Michael Druet, VP Bus.Dev& Marketing; Jens Korte, Vice President, Logistic Services.

Astec Helicopter Services: Thormod Langballe, Logistics Director; Carolyne Krull Tønnessen, Sales Manager, Commercial; Apprentices: Jørgen Sola, Erlend Tranøy, Mats Ole Myrland, Trond Thorsen, Arne Lihb Rise and Rune Halvorsen.

CHC European Operations, UK: Ian McBeath, Managing Director, European Operations; Steven Johnson, Procurement Manager; Scott Murray, Information Systems & Solutions Manager; Andrew Durham, Ramp Dispatch; Lisa Duncan, HR Administrator; Susan Courtts, HR Advisor; Ciaran Murphy, Winchoperator/Winchman; Gavin Playle, Winchman; Ashley Roy, Winchoperator/Winchman; Ciaran Smith, Winchman; Peter Allison, Technical Quality Auditor/H&S Co-ordinator; Peter Collins, SAR Captain; John Hackett, A&C Certifying Engineer.

CHC Global Operations:

Africa: Andre Vandrie, Captain, B212; **Antarctica:** Jeff Gibson, Captain, S61N; **Abidjan:** Arthur Bradstreet, First Officer, S61N; **Abidjan:** Surezza Ng Abdullah, First Officer, S61N; **Abidjan:** Prabhat Kumar Subudhi, First Officer, B212; **Sudan:** John Kilfoil, Engineer, S61N; **Abidjan:** Stephan Cruywagen, Engineer, S61N; **Abidjan:** Colin McCabe, Engineer, B212; **Cape Town:** Jonathan Swardt, Paramedic, S61N; **Abidjan:** Gregory Wilcox, Paramedic, S61N; **Abidjan:** Nico Strydom, Paramedic, S61N; **Abidjan:** Roelof van Staden, Paramedic, S61N; **Abidjan:**

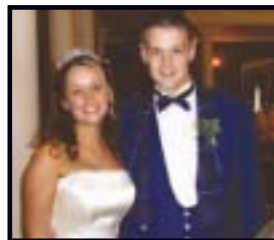
Vancouver: Gordon Hamilton, Engineer - Level 14; Heather Hawthorn, Customs Proforma Admin; Michael Nagel, Head of Bus Dev & Marketing; Kevin Robinson; Engineer - Hangar; Hazel Supelario, Office Service Assistant; Kathy Smale, Director of H.R., Global Support; Bram van den Berg, Manager, Strategic Projects.

CHC Global Headquarters: Aman Atwal, Dir. of Financial Services; Ted Bancroft, Internal Audit Consultant; Moreno Ciapponi, VP, Financial Services; Fil Corman, Senior Manager - Taxation; Annette Cusworth, Ass't Dir, Financial Reporting; Mark Gosse, Senior Accountant; Carol Jung, Director of Internal Audit; Sarb Lidder, Payables Manager; Martin Lockyer, VP, Legal Services; Matthew Parker, Internal Auditor; Dean Russell, Internal Auditor; Linda Schneider, Global Support; Joanne Smartt, Legal Assistant; Mike Standbrook, Corporate Treasurer; Bill Wong, Director of Tax; Gordon Noseworthy, Network Administrator; Francis van Roode, GSS Manager; Kit Lee, Director of Financial Systems; Jostein Tjelmeland, Manager MRO Systems; Scott Murray (Aberdeen), GSS Manager; Erik van Straaten, Director of Legal Services.

Weddings/Engagements

Astec Helicopter Services: Grethe Haug, Personnel Consultant, married Tor-Andreas Horne, Chief Pilot Flight Operations, CHC HS.

CHC European Operations, UK: Marriage of Nicky Taylor, Dispatch Officer, **North Dunes** to Stephen Driver on 03 July 2004; Marriage of Sam Brown, HR Team Leader, **ABZ**, to Tony Waldram on 10 July 2004; Marriage of Tobias Heierman, Co-Pilot, **Blackpool** to Sarah on 02 October 2004.



Sam Brown and Tony Waldram

Births

CHC European Operations, Norway: to Jan Erik Price, a son Oct. 8; UK: Julie (Ops Desk Controller/**ABZ**) & Blair Carnie had a baby girl, Maisie Carnie, born on 09 October 2004, weighing 09 lbs 2.5 oz; Keith Mullett (Business Information Director/**Europe**) wife Jennifer had a baby boy, Euan Mullett, born on 10 August 2004, at 06.45am, weighing 8lbs 3 oz; **Ireland:** Tom Gannon's (Winchoperator/Dublin) wife had a baby, Joshua Gannon, born on 09 October 2004, 12.55pm, weighing 9lbs 4 oz.

CHC Global Operations, Africa: Luke Shane Brophy wishes to announce himself to the world. He was born on the 21st of September 2004, at the Bishop Lavis Clinic, in Cape Town, and made his presence felt at 2220 hours. He is the first born to a proud Jody Brophy, and his partner Kim. Jody is one of the CHC Engineering Apprentices in Cape Town, and is currently working on the Antarctic Programme.

Whenever Jody proudly picks up his new son, he can't help but think of that immortal line spoken by Darth Vader, in the Star Wars saga: "Luke, I am your father". Luke, from everybody at CHC, wherever you end up in life, "May the Force be with you."



Jody Brophy and Luke

Deaths

CHC Global Operations, Africa: Chris Simmons, Captain, S76A++
Agadir

Promotions/Changes

Astec Helicopter Services: Kenneth Hovelsen, training coordinator; Tor Vincent Solesvik, Freight Forwarder Jan-Kyearse Linholm - Business Manager Supporting workshops

CHC European Operations:

Norway: Stavanger - Harald Berg, Simulator Technician; Kurt Sola, Leader Simulator Technician; Alf Eriksen, Captain; **Bergen** - Harald Sundfar, Operational Support; **UK:** Shane Leonard, Certifying Technician, Engineering Supervisor; Noel Donnelly, Aircrewman, Senior Aircrewman - Training; Seamus Clare, Certifying Technician,

Engineering Supervisor/Base Manager; Robert Goodbody, Captain, Acting Base Manager; Steven Hodger, Ground Support Worker, Dispatch Officer; Neil Calvert, Managing Director - European Operations, President, Global Support; Michael Whitcombe, Captain, Flight Safety Officer; James Beaumont, Captain, Captain; Sean Bailey, Captain, Captain; Andrew Black, Captain, Captain; Patricia Bottomley, Operations Officer, Logistics Representative; Justin Fogerty, Certifying Technician, Certifying Technician; Timothy Lea, Co-Pilot, Co-Pilot; James Parker, Captain, Captain; Craig Webster, Co-Pilot, Co-Pilot; Mike Pilgrim, Captain, FDM Advisor

CHC Global Operations:

Africa: Darren O'Brien, to Captain, S76C+, **Malabo:** Sam Kinnear, to Captain S76A++
Luanda: Sven Hilland, to Captain, S61N, **Cape Town:** Johan Joubert, to Captain, S76A++
Oranjemund: Morne Wiid, to Captain S76A++
Port Gentil: Mike Harris, to Captain, S76A, **Bata:** Ross Kuch, to Captain, B212, **Sudan:** Steve Saddler, Captain, S76A++
Australia to Malabo: Graham Poole, Captain, S61N, **Philippines to Abidjan:** Sean McCutcheon, Captain, S61N, **Canada to Abidjan:** Darren O'Brien, Captain, S76C+
Luanda to Malabo: Mark Grant, Captain, S76A++
Agadir to Bata: Morne Wiid, Captain, S76A++
Port Gentil to Oranjemund: Ross Kuch, Captain, B212, **Agadir to Sudan:** Sathidev Mahadev, Captain, B212, **Agadir to Sudan:** Ron Smith, First Officer, S76C+
Luanda to Malabo: Lance Gibson, First Officer, S76C+
Luanda to Malabo: Patrick Conlin, First Officer, S76C+
Luanda to Malabo: Paul Doxey, First Officer, S76A++
Malabo to Oranjemund: Tinus van der Westhuizen, First Officer, S76A++
Port Gentil to Luanda: Manfred Vietze, First Officer, S61N, **Luanda to Abidjan:** Gary Fitzgerald, Engineer B212, **Agadir to Sudan:** Rupert Niehaus, Engineer B212, **Agadir to Sudan:** Caren Kok, Engineer, AS332, **Cape Town to Luanda:** Mario Baragona, Engineer, S76A++
Agadir to Malabo: Andrew Mauritz, Engineer, S76A++
Agadir to Bata: Johan Retief, Engineer, S61N, **Bata to Abidjan:** Warren Delport, Engineer, S61N, **Cape Town to Abidjan:** Lester Schoonraad, Engineer, S61N, **George to Abidjan.**

CHC Global Headquarters: Sylvain Allard, Chief Executive Officer

Retires/Departures

Astec Helicopter Services: Alf Eikeskog, Receiving Inspector, after 18 years; Steinar Watland, Support Manager, after 36 years in the company.

CHC European Operations, Norway: Siw E. Sviland, Sales & Customer Support; Kenneth Arild, Technician; Per G. Søiland, Technical Manager Simulator; Svein Vennestrom, Navigation Advisor; **Bergen:** Erik Larsen, Manager Administration **UK:** Andy Bury, Co-Pilot; Michael Poelzl, Co-Pilot; George Nicholson, Mechanical Engineer; Stephen Day, Co-Pilot; Stewart Russell, Co-Pilot; Russell Allen, Certifying Technician; Nick Flaherty, Co-Pilot; Sarah Grint, Co-Pilot; Louise Connachan, HR Administrator; Tony Smiles, Aircrewman; Lee Brown, HSE Quality Auditor; Huw Parsons, Pilot - Forties; Martin Edmonds, Workshop Technician; Graham Conway, Certifying Technician; Ronan Browner, Certifying Technician; Alistair MacKenzie, Operations Director; Gillian Adam, Administration Assistant; Matthew Lawson, Captain; Rod Gladwyn, retired on 22 September; Mechanical Engineer (A&C), **Aberdeen** after 34 years service.

CHC Global Operations, Africa: Corne Schabert, Senior First Officer, S61N, **George:** Alex Ball, First Officer, S76A++
Luanda: Antonio Ladeiras, First Officer, S76A++
Luanda: Luigi Aiello, First Officer, B212, **Sudan:** Gordon Shaw, Engineer, B212, **Sudan:** Yusuf Abrahams, Painter, **Cape Town.**

CHC Head Office, St. John's: Derrick Sturge; Marilyn Mercer; Karen Gosse; Heather May, Jason Hillyard, Robert Sauve, Joanne Dominic; Michelle Francis; Jamie Roberts; Liz Bowring, Paula Kelley; Karen Linehan; Jonathan Jennings; Linda Grenning; Linda Martin; Donna Osmond; Duane Clarke; Dean Nicolle; Sharon Forsy, Annav Williams, David Loveys, Mark Cook, Evan Sturge; Blair White, Mike Roche, Dave Baker, Mike Sooley, Steve McGiverny, Colette Dyke, Natalie White, Brian Loder, Ross Osborne, Tony Aylward, Tom Williams.

Awards

Astec Helicopter Services, 35 years: Odd Mikael Strøm; **30 years:** Stein Asbjørnsen; Per Ingolf Danielsen; Finn Drangedal; Egil Jørgensen; Egil Langhelle; John Rune Larsen; Einar Mohaugen; Leif Sorthe; Olaf Undal; Glen Young; **25 years:** Helge Austrått; Kjell Austrått; Dag Dillner; Jan Peter Ericson; Emilie Hagen; Sven-Erik Halvorsen; Rolf Horne; Tone M. Kloster; Tor Lasse Lauvsnes; Svein Magne Nordberg; Olav Tveit. **20 years:** Tor Hoff; Heidi Kleppe; Roar Ollestad; Asle Pollestad; Ivar Sørskjær; Rune Vinje; **10 years:** Arild Bøe; Alf Herman Hermansen; Birger Emil Høie; Morten Johannessen; Tone Stensland; Roy Arild Tveit.



25, 30, 35 years: Norway

CHC European Operations, UK, 35 years: James Herschell. **25 years:** Stuart Leith; Jeremy Mearns. **20 years:** Patricia Bottomley; Paul Silvers; Kevin Craib; Keith Docherty. **15 years:** Paul Johnson; Richard Trickey; Elaine Wood; Paul Rooke; James Beaumont; Andrew Crossland; Anthon Kennett; **10 years:** Philip Pratt.



Dick Trickey receives his Long Service Pin from Chief Pilot Colin Watkins.