

perfect fit for the 47, and with its already proven in-service record, we believe the 47GT-6 with the RR300 engine will be a very successful combination.”

The Scott's-Bell 47 contract also demonstrates the company's commitment to

BARRY AMBROSE



The late Larry Bell, founder of Bell Helicopter, would no doubt have loved to have had a Rolls-Royce RR300 turbine to power his original Model 47.

Russian fleet to gain 600 helicopters by '18

by Mark Huber

An expert panel of senior Russian rotorcraft executives pointed to forecast surging demand for small and medium helicopters in their market between now and 2018. During the seventh annual “Russian Hour” here at Hel-Expo, Russia's Helicopter Industry Association pointed to large structural changes under way in both the number and the make-up of the nation's helicopter market, one that for the moment continues to be dominated by heavy helicopters.

Between 2014 and 2018, Russia is expected to add 600 civil helicopters to its fleet, with

fully 400 of those coming from the light and medium categories, predicted Alexander Kalachev, chairman of the Russian Helicopter Industry Association. Kalachev said the light helicopter market is particularly robust, growing 123 percent since 2009, from 234 to 523 ships in country, while the medium and large sectors grew at a much slower rate during the period, by 4 and 3.2 percent, respectively.

However, heavy helicopters continue to dominate the Russian market, accounting for 1,310 of the 2,443 helicopters on the civil registry, or about 54 percent. Light helicopters

currently comprise 21 percent of the market and mediums are at 25 percent.

Mediums are expected to make up the bulk of the demand between now and 2018, Kalachev said, driven by the demands of the expanding energy industry.

Kalachev said the influx of new helicopters is outpacing development of the infrastructure required to support them and that Russia is in need of more maintenance and training centers, helipads and helicopter FBOs. “The infrastructure

is significantly delayed behind the fleet,” he said.

Alexander Milkheev, general director of Russian Helicopters, said the industry in his country is open to continuing to forge new partnerships with Western airframe and component makers, pointing to ongoing cooperation with companies including Agusta Westland and engine makers Turbomeca and Pratt & Whitney, to augment production of domestic models. “We are always happy to find new partners,” he said.

Clarification: Columbia Helicopters

Portland, Ore.-based Columbia Helicopters (Booth No. 4706) provided more information on the company's ability to transition CH-47D Chinooks to commercial service and clarified the difference between commercial and military Chinooks. “We are only able to make parts for the commercial models of the Chinook, not the CH-47D military models,” explained Dan Sweet, public relations manager for Columbia. The story “Columbia set to recycle U.S. military Chinooks,” published Wednesday in *HAI Convention News* (page 10), was not clear on this distinction. ■

Correction: Orlando Alaniz

In the photo of the unveiling of the Enstrom TH-180 in yesterday's issue of *HAI Convention News* (page 29), the caption should have identified Enstrom Helicopter director of sales and marketing Orlando Alaniz, who was speaking during the event. ■

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