EUROCOPTER EC135 ADAC

The light twin-engine EC-135 multi-purpose helicopter is a Franco-German joint development. It originated through further development of the very successful BO 105 from Messerschmidt-Bölkow-Bohnen. The demonstration model for the new technology BO 105 was initially equipped with Fly-by-Wire controls and a new hinge and bearing free Main Rotor, which reduces discicile and fatigue. The resulting design is a minimum but still retains agility and is comparatively quiet. The rotor head hinges were disadored and flexible blades constructed with composite materials were used instead. In 1982, MBB took the BO-105 prototypes to the newly formed Eurocopter company. The BO-105 received its maiden flight at Ottobrunn, Bavaria on 19th February 1986. First with the newly developed elevator tail rotor from the French partner Aérospatiale. Mass production of the EC-135 began in 1996. The helicopter airframe is constructed mainly of carbon-fibre composite materials. Load-bearing components are highly broded. Production since 2002 - the engines fitted to the EC135 P2 are the PW 206B2 from Pratt & Whitney Canada. The fully automatic electronic engine management system (FADEC) provides maximum performance and safety combined with optimal fuel efficiency. Flight safety is improved by the turbine engines' extraordinary emergency power rating available with one engine out. The EC-135 is currently recognised as the cheapest and quietest helicopter in its class. In the basic configuration the EC135 costs 6.9 million. It is currently Eurocopter’s most successful design and has made a name for itself internationally in the air rescue role. For many aviation specialists the EC135 provides an ideal solution. In 2011, Eurocopter delivered its 1000th EC135 to ADAC. With 45 of its own Rescue Helicopters and 180 pilots, co-pilots, Flight engineers and employees the ADAC Air Rescue Service Ltd is the largest air rescue organization in Germany. The first permanently operational Civilian Rescue Helicopter "Christoph 1", entered service in Munich on 01st November 1970. By the end of 2012, the ADAC had undertaken approximately 600,000 operations. In addition to its 35 operational rescue locations (daily from sunrise to sunset) in Germany, there is also one in Switzerland (Lucerne) and in Groningen (Netherlands). The stations in Wilmersdorfer, Münster-Osnabrück Airport and Schwerin even provide a round-the-clock (24hr) service. The ADAC operates together with more than 700 "Flying Doctors" and 280 HBMS crew members. In the first half of 2013, "the Yellow Angel of the Skies" took off some 25,000 times and helped approximately 23,000 people.

The ADAC's EC135 P2 D-HYF (cn 0078) was built in 1989 and initially belonged to the Bavarian State Police Force. The helicopter underwent a conversion for its new rescue role and has been in service with the ADAC Air Rescue Service since March 2011. The helicopter is fitted with the new Bf system. First displayed by Eurocopter at the Heli Expo in Houston, Texas in 2010, the particle filter system Bf (titan Barrier Filter) prolongs engine life and reduces maintenance costs. In the future, the entire ADAC EC135 fleet is to be equipped with the Bf System.

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