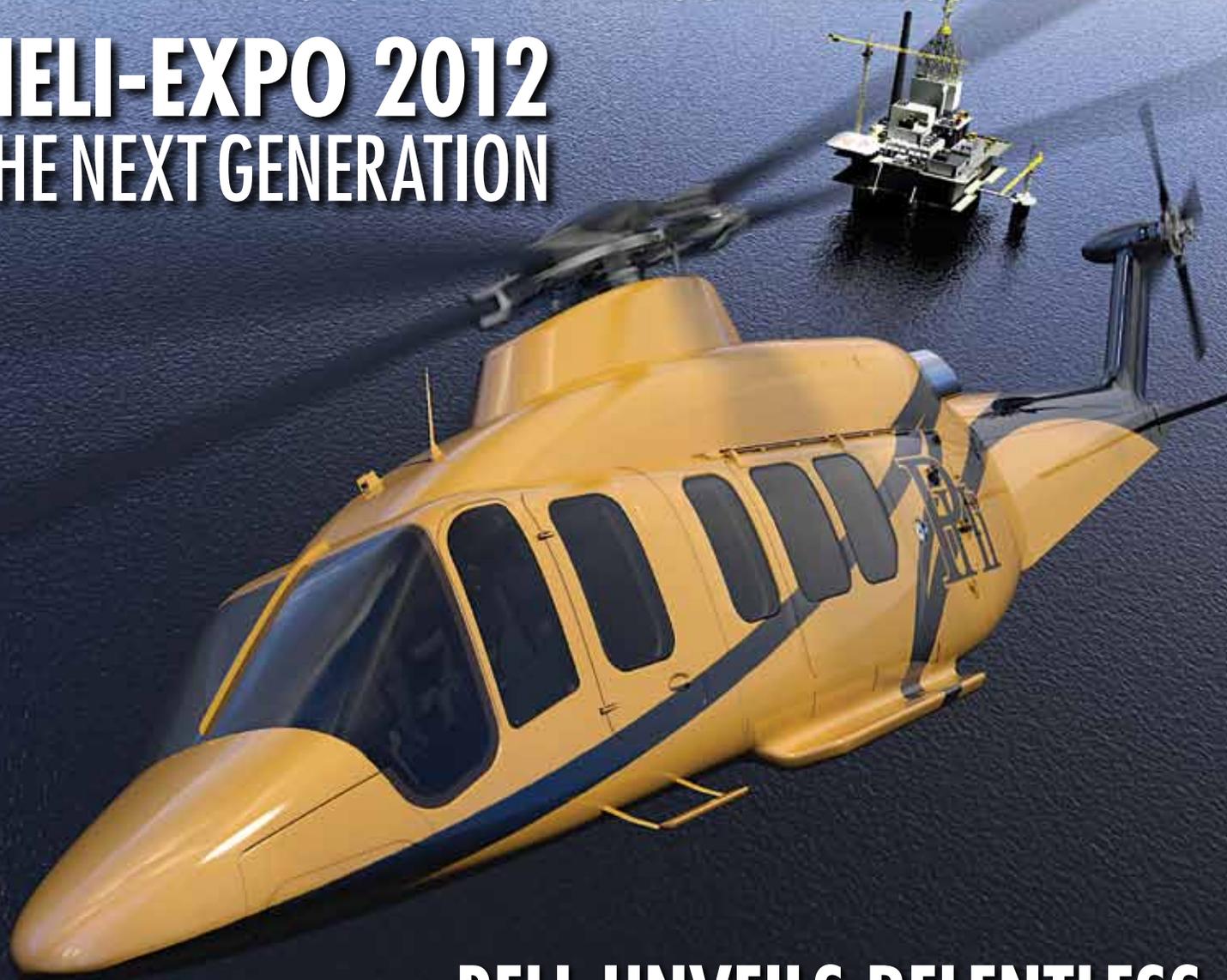


Vertical

SHOW NEWS

THE PULSE OF THE HELICOPTER INDUSTRY

HELI-EXPO 2012
THE NEXT GENERATION



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VERTICAL BOOTH #1605



At Heli-Expo 2012, Marenco is showing an improved SH09 mock-up with a high-visibility cockpit concept.
Marenco Swisshelicopter Images



MARENCO

The SKYe SH09 by start-up manufacturer Marenco Swisshelicopter is making its second appearance at Heli-Expo this year, and the company is even more positive now in regards to the prospects for this light single-engine helicopter.

According to Marenco commercial director Mathias Senes, the company currently has 10-plus orders for the SKYe SH09, along with signed letters of intent and confirmed interest from various helicopter operators and owners. Construction of the first prototype began in 2011, and Marenco has since initiated discussions with various major regulatory authorities and is targeting certification for 2015. Final designs, prototype development and aircraft assembly will be performed in the Marenco Swisshelicopter engineering center near Zurich, Switzerland.

Originally conceived by Martin Stucki (*see p.20, Vertical, June-July 2011*), who owns an engineering firm near Zurich, the SH09 will be powered by the 1,000-shaft-horsepower Honeywell HTS900 turbine engine. It has a planned maximum gross weight, internally loaded, of about 5,700 pounds, increasing to 6,170 pounds with an external load

(the external load limit will be rated to 3,300 pounds). Targeted cruise speed is over 140 knots, and planned range is 430 nautical miles with reserves still remaining.

The SH09's all-composite, modular cabin features a flat floor with an unusually high ceiling, as well as rear-access clamshell doors that are sure to appeal to the air medical market. Senes told *Vertical* that Marenco intends to offer multiple seating configurations, ranging from five to eight individual seats: "We are basically offering a cabin you would only find in the light twin-engine offer." The improved mock-up Marenco is showing at Heli-Expo 2012 also features a high-visibility cockpit concept that is said to provide safety and comfort benefits.

Describing the helicopter's target markets, Senes said: "We are addressing the high performance single-engine markets worldwide. By nature, this helicopter is destined to [appeal to] utility operators in the areas of load carrying, news gathering, surveillance and line-surveillance, as well as medical applications where the rear access and flat floor will make it a great ambulance. The passenger transport market is also targeted . . . the high ceil-

ing and adaptability of the seating arrangement will appeal to their operations."

The biggest competitive differentiator being touted by Marenco is the SH09's brand-new design. Said Senes: "All our competitors are improving their 1970s helicopters. If you were driving an old Cadillac with all the latest gadgets on board, at [some] point there are some costs related to the age of the concept — weight, materials, etc. — and you, as a consumer, would not accept to be sitting on a 1970s chassis. Basically, it is the same for helicopters. We hear that our competition will be coming out at [Heli-Expo 2012] with enhanced versions of their single-engine models, but these are still old designs from the '70s and it is rather impossible to give them the ergonomics of what we are placing in the SKYe SH09."

Clearly these are fighting words, and the industry will be watching with a lot of interest to see whether Marenco succeeds with its ambitious, clean-sheet product launch.

VISIT MARENCO AT BOOTH NO. 4417.