

Mission Helicopters  
Thank you for the opportunity to  
present tonight



# Ownership Eleanor and Ray Cronin

## Full time pilot Callum Cronin

- Associated with Mission Beach since 1978
- Operated into Dunk Island in fixed wing
- Established Kestrel Aviation in 1986
- **Now one of the largest privately owned helicopter company's in Australia**



- Pilot training
- Government fire fighting contracts in Most States
- In 2019/20 delivered over 60 Million litres of water and retardant
- Defence contracts
- Up to 120 employees (seasonal)

# Why establish at Mission Beach

- **Capability gap in area**
- **We had the ideal helicopter available in the fleet**
- **In our DNA**
- **Purchased land where we considered it most suitable**
- **Primary activity tourism and transfers CNS, TVL, DKI**
- **Offering a basic Search and Rescue platform**
- **Disaster relief**



# Bell 206L111 Longranger



- Six passengers (subject to load)
- Emergency floats
- Cruise speed 120 Kts (200Km/ph)
- Rescue hoist (Currently due overhaul)
- Sliding door for inflight deployment
- Aeronautical and Marine radios
- Hook for external loads  
(Mt Kootaloo lookout)
- Night vision capable  
(No goggles at MB currently)





## Development status

- Court ruling to allow DA to proceed
- Hangar design completed
- Standard hangar design single story
- Passenger lounge and storage areas
- Specialist equipment rooms
- Fuel facilities
- Concrete helipad
- Construction quotations for local builders have been requested



## Commercial viability

- Tourism activities will provide economic viability to retain the capability locally
- Transfers CNS, TVL, DKI, Bedarra, Other
- Work for Utilities, power, water catchment, land management, construction, survey and other helicopter related activities
- AMSA, JRCC
- These activities cannot be effectively achieve from Tully Airport

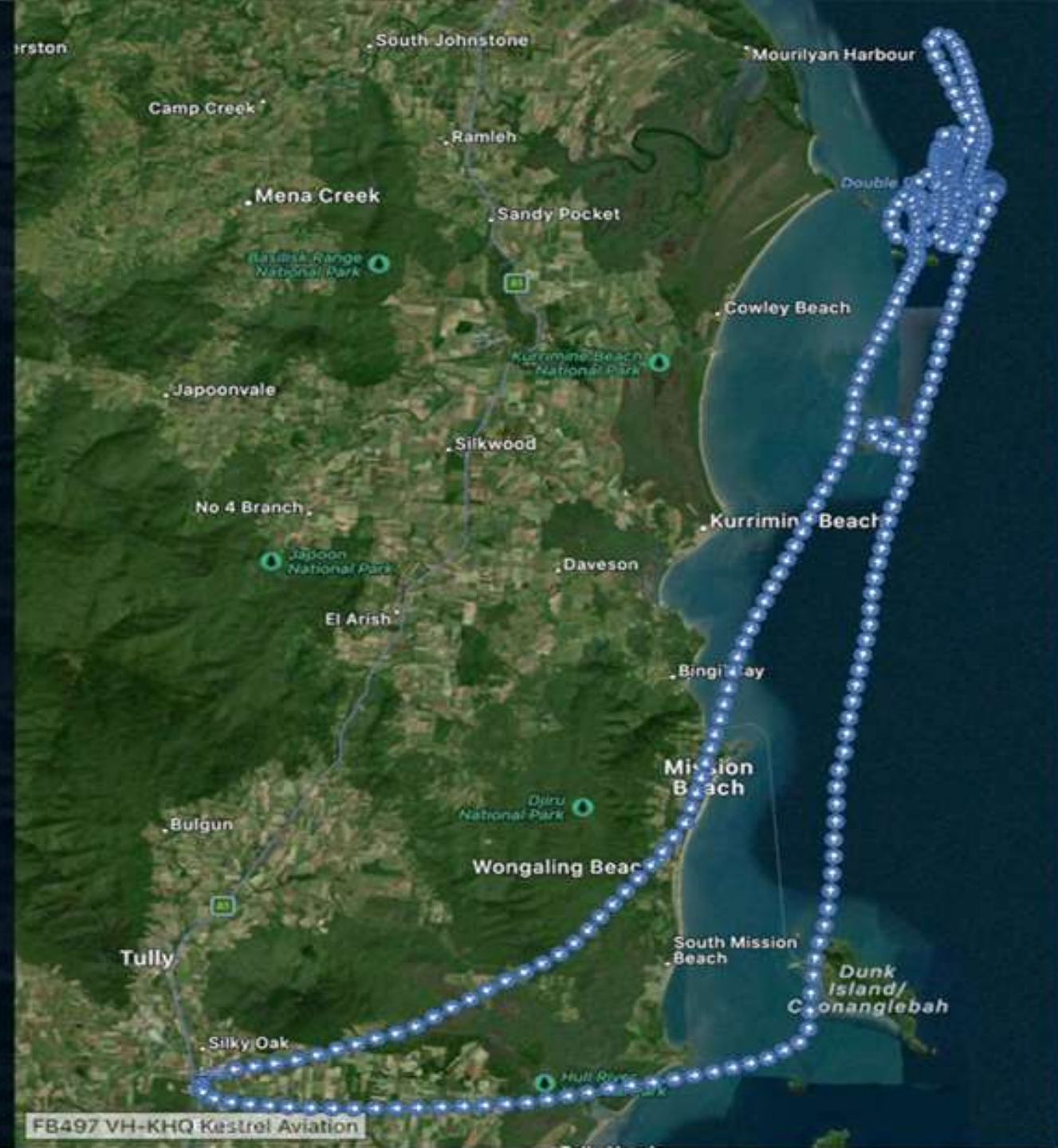
# Search for missing fisherman

- Made aware by passing comment that a boat was missing by Nancy
- Looked on flight radar and noticed that two search aircraft were operating off the coast
- Call AMSA and offered assistance
- Immediate up take and commenced deployment via Tully 1430
- Received briefing and prepared aircraft departed at 1600
- Commenced search tasking around 1610
- Identified survivor approx 1635



# Once Identified the survivor

- Call in support from other maritime and aviation capabilities
- Stay close so as not to lose contact and give support to survivor that he had been found and we were staying with him
- Life raft dropped by another helicopter approx. 20 min later
- Yacht arrived within an hour and joined by Police launch
- Continued search for other missing persons
- Returned to base due fuel and last light





# Video of survivor



## **Public comments made after the SAR tasking**

- **Mission helicopters can not winch people on board**
- **Mission helicopters has no other capabilities**
- **Mission helicopters were over promoting their status in the SAR tasking**

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## **Response**

- **The helicopter is winch capable – currency and crewing**
- **The helicopter has many capabilities – equipment and crew**
- **Delays in establishing the business have stalled ultimate capabilities**
- **The elation of finding a survivor who had been at sea without a lifejacket for 30 hours is indescribable**
- **We all wish it was four survivors not one**





## *Questions?*

"The Mission Helicopters website lists the Sikorsky S-76 as one of the aircraft which will be operating from the Mission Beach Aviation Facility. Under the court judgement this aircraft type is not authorised to operate from Mission Beach and is much larger and noisier than the aircraft types which are authorised. Can you confirm that Mission Beach Helicopters will not seek authorisation for either the S-76, or the Bell 412, a similar sized aircraft type to the S-76."

*Thank You!*

