Construction under way in Aberdeen on new European facilities

Construction on Bristow’s new European headquarters and training academy in Aberdeen, Scotland, began in October. Scheduled to open in May 2009, the facility will house two new flight training simulators for the Eurocopter EC225 and Sikorsky S-92 aircraft.

Plans call for more than 12,000 square feet of office space, 6,000 square feet of classroom/training rooms and 11,500 square feet to house up to four flight simulators.

Bristow ordered two new training simulators in 2007. These dedicated EC225 and S-92 simulators will feature the latest technology, including exact cockpit replicas and high-level mapping of airports, coastlines and offshore fields.

“This is a new era for Bristow and underscores our commitment to the North Sea,” says John Cloggie, director of European Operations. “We are delighted to be delivering a first-class training facility with simulators to support our fleet.”

The new simulators will be equipped to enable full mission training, including a comprehensive range of emergency scenarios. The company’s Tiger helicopter simulator will remain at the company’s current facility near the Aberdeen airport.

“The new academy will enable us to continue our policy of providing the best-quality initial and recurrent training and checking programs to our pilots, which will enhance flight safety,” says Paul Quick, who leads Training and Standards in Europe.

With room to add two more flight simulators, the new Aberdeen headquarters and training academy provide ample room for expansion.

Bristow raises safety standards with TCAS II implementation

An AS332L helicopter operated by Bristow has become the first helicopter in the world to be certified on the advanced fixed-wing airline standard of collision avoidance known as Traffic Alert and Collision Avoidance System (TCAS) II. The achievement is the result of a five-year effort by Bristow, Rockwell-Collins and Shell Aircraft.

TCAS I equipment has long been used to improve the spatial awareness of crews of both helicopters and general aviation airplanes, reducing the likelihood of midair collisions. TCAS II equipment works to a higher and regulated safety standard, providing real-time guidance to the crew on action required to avoid potential collisions, overriding any instruction from air traffic control.

The Bristow Design Office at Redhill designed the modification, which was then installed and flight-tested by engineers and pilots in Aberdeen. “We couldn’t have done this without Shell Aircraft, which agreed to sponsor the design work, and Rockwell-Collins, which loaned us equipment and provided advice,” says Phil Mitchell, who directs Centralized Operations for the Eastern Hemisphere.

The technical feasibility of fitting TCAS II to additional IFR twin-engine helicopters is being studied, adds Mitchell. “We hope to be able to equip a Bristow S-92 with TCAS II in 2009.” The company plans on marketing its TCAS II advances to third-parties and the military.

An acceptance by the European Aviation Safety Agency of TCAS II on this AS332L was followed by the issue of a Supplementary Type Certificate for the modification.
Here we go again!

Bugging out, managing chaos and staying sane in hurricane season

First, Hurricane Fay tormented Florida, making landfall four times and hitting Bristow Academy as a tropical storm with winds of nearly 60 mph and several months worth of rain in four days. Next, Tropical Storm Edouard alarmed people near the Texas and Louisiana border and everyone working in the offshore oil industry.

Then it was showtime for the Texas and Louisiana Gulf Coast. While Hurricanes Gustav and Ike left Bristow employees safe but shaken, they damaged two aircraft, flooded three company bases and damaged others, destroyed four offshore refueling stations, demolished several employees’ homes, snapped power lines and put some employees in the dark for weeks.

Hitting the Gulf Coast just 12 days apart, Gustav and Ike tested the company’s ability to safely evacuate customers from offshore, relocate or hangar dozens of aircraft and truckloads of spare parts, weather the storms and then safely restart operations as quickly as possible.

Months of planning and the lessons of Hurricanes Katrina and Rita paid off. While no one would claim every hurricane contingency plan worked, most did.

Gustav and Ike taught new lessons. Despite communications improvements after the 2005 storms, more work is needed to help managers stay in touch with their employees. Plans for housing and feeding pilots, who must relocate and stay with their aircraft, need help. The major generator for backup power in New Iberia, the failure of which once again forced flight followers to the skies to perform their jobs, has to be tested again and again.

Thanks to the hard work of Air Logistics employees, two of the affected bases – Venice and Intracoastal City – are back in operation. Creole is set to reopen in November. Galveston, a major base, will remain closed for months, while Sabine, a fueling and staging area, will require major renovations before it can be used again. The best news – in spite of all the activity, additional flights, stress, storm damage and loss of power – no one was hurt.

November 30 marks the end of the Atlantic hurricane season. Expect that date to get more notice than usual from Bristow employees along the always-interesting U.S. Gulf Coast.

OBSERVATIONS
What employees learned and saw during Hurricanes Gustav and Ike

Paula Felice, Creole
“I work for a very good company that takes care of its people. I lost my home in Rita and Ike. The company has worked with me in every way possible to make things easier.”

Ron Gayler, Creole
“During the hurricane evacuations, AirLog people came together as a team, not only in evacuating the bases but also in helping our people who lost everything in the storms.”

Danny Holder, New Iberia
“Our Galveston base was ripped to shreds. The stairs are gone, and the only thing left on the wall of a million-dollar facility was a $2 clock that probably came from Wal-Mart. It was still working and had the correct time.”

Tara Bienvenu, New Iberia
“The stress on employees was incredible. Some had to help evacuate our customers from the Gulf, next evacuate their Air Logistics base and then evacuate their home.”

Patrick Corr, Houston
“Danny Holder demonstrated an unwavering commitment to safety by keeping aircraft grounded after the storms until flight following could be restored.”

Ed Crowe, Venice
“The cooperation of our maintenance personnel, pilots and support staff was amazing.”

David Nezat, New Iberia
“It pays to have a good relationship with the largest contractor in the state. I got a commitment from them before the storm to make us a priority. I’d hate to think about being a smaller operator right now without a relationship like that.”

Donations reach $84K
Bristow employees throughout the world have donated $35,200 to a fund created to help employees affected by Hurricanes Gustav and Ike. In addition, the company donated $48,800, bringing the total to $84,000. The funds will be distributed to employees, based on the extent of their losses.
Gustav (September 1)
Gustav had maximum sustained winds of 135 mph when it entered the Gulf of Mexico. Approximately 1.9 million people evacuated southern Louisiana. Calling Gustav the “storm of the century,” New Orleans Mayor Ray Nagin ordered an evacuation of the city. The storm made landfall with winds in the range of 110-115 mph.

Ike (September 13)
At one point in its life, Ike had winds of 145 mph. When it hit Galveston, Texas, on September 13, it had hurricane force winds that extended out 275 miles and 120 miles, respectively, from the center. Despite being a Category 2 hurricane, Ike produced the storm surge of a Category 4 storm.

A steady stream of customers showed up following Hurricanes Gustav and Ike for transportation back to facilities in the Gulf of Mexico.

Several Louisiana bases suffered flooding, but the base in Galveston, Texas, took a direct hit from both wind and storm surge.

Pilots who relocated helicopters out of Gustav’s path had their personal vehicles transported to a safe location.

Creole employee Jamie LaBobe was one of many who relocated to New Iberia when her base was flooded.

Creole employee Paula Felice lost her home to Ike. The only thing she salvaged was a microwave oven.

Shantell Mouton was one of the flight followers in New Iberia who took to the air to help keep customers and crews safe.

Tied-down helicopters were a common scene in Gustav and Ike.

Creole employee Paula Felice lost her home to Ike. The only thing she salvaged was a microwave oven.

Several Louisiana bases suffered flooding, but the base in Galveston, Texas, took a direct hit from both wind and storm surge.

Pilots who relocated helicopters out of Gustav’s path had their personal vehicles transported to a safe location.

Creole employee Jamie LaBobe was one of many who relocated to New Iberia when her base was flooded.

Creole employee Paula Felice lost her home to Ike. The only thing she salvaged was a microwave oven.

Shantell Mouton was one of the flight followers in New Iberia who took to the air to help keep customers and crews safe.

Tied-down helicopters were a common scene in Gustav and Ike.

Several Louisiana bases suffered flooding, but the base in Galveston, Texas, took a direct hit from both wind and storm surge.

Pilots who relocated helicopters out of Gustav’s path had their personal vehicles transported to a safe location.

Creole employee Jamie LaBobe was one of many who relocated to New Iberia when her base was flooded.

Creole employee Paula Felice lost her home to Ike. The only thing she salvaged was a microwave oven.

Shantell Mouton was one of the flight followers in New Iberia who took to the air to help keep customers and crews safe.

Tied-down helicopters were a common scene in Gustav and Ike.
Employee Snapshot: Neil Marshall

Winning business where Bristow has never gone before

Neil Marshall is Bristow’s point man for winning and managing new business in the International Business Unit (IBU). His territory? Wherever other business units don’t operate. We asked Neil for a view of his unique role at Bristow.

For the past 18 months, I’ve had the fascinating and challenging job of helping Bristow win business in countries that most people need an atlas to locate. Madagascar, Equatorial Guinea, Azerbaijan, Ghana, Mauritania and Thailand are among my recent passport stamps.

Some people might question my sanity. Before joining Bristow, I was involved in the private jet market, chartering aircraft to captains of industry and celebrities, including Paul McCartney and Elton John. I gave that up to be where I am today. Right now, that’s in a hotel in Tripoli, Libya.

While it’s far away from my London home and office in Redhill, the work is worthwhile, rewarding and more demanding than anything I’ve ever done.

Have passport, will travel

Because we have a small staff in the International Business Unit, my role is multifaceted. My responsibilities include developing new opportunities and managing some of our contracts from a profit and loss aspect. I like the dual role. When you’re responsible for the financial performance of a contract, you quickly learn not to sell something you can’t service profitably.

This is my ninth trip to Libya since joining Bristow. Many of the major international oil companies are here, ramping up their offshore operations in this developing, oil-rich country. It’s ideal hunting ground for new business for Bristow.

Just about every oil company we deal with has its head office outside of the U.K., with most either in Houston or Dallas. That means contract negotiations have an international flavor. One day I can be speaking with a contact in the U.S. about a potential operation halfway around the world. Another day I can get a frantic phone call that puts me on a plane to Thailand with just three hours’ notice.

Balancing life in a Blackberry world

My family has adapted well to the demands of my job. My wife tolerates me looking at messages on my Blackberry at home, except at the dinner table. Her threat to throw my Blackberry into the spaghetti sauce emphasized the point. My children like getting small gifts from local markets and seeing foreign currency from my travels. Often, in hotels with a good broadband connection, I speak to my family via webcam from my laptop. This is a great way of helping with homework while I’m away.

There are good times on the road, too. The team of pilots and engineers at the operations I visit are creative with their free time. Some of the guys here in Libya get together to go mountain biking on sand dunes or play football (soccer, to you Americans) on the flat roof of their accommodations.

Responding to a customer bid typically takes several months and can include everything from seeking advice on tax and legal issues, to considering aviation rules for operating in foreign countries, to understanding and capturing all the local costs. Then there’s the challenge of sourcing the aircraft, pilots and engineers should we win the bid.

Holes in the tarmac

A sense of humor travels well. On day one of our project in Ghana, we delivered a freshly painted aircraft straight out of a major check. On day two, the helicopter was being towed across the recently resurfaced tarmac and fell into a hole that magically appeared, rendering the aircraft unserviceable. Thanks to our fellow business units, we provided a replacement aircraft on very short notice and kept the customer happy.

All in all, I am very fortunate to have a highly interesting, exciting and varied job. However, it requires a great team to get it right. Without wing man Steve Lunn, who has more than 30 years’ service at Bristow, my life would be a lot more difficult. He and others on the IBU team have helped me learn the ropes of international helicopter operations. I owe them all a huge thank you.

Dream donation includes money, time and knowledge

A Bristow donation of $50,000 to the “I Have A Dream Foundation” and the support of corporate team members are helping children from low-income families in Houston pursue the dream of a higher education.

Mark Frank, Bristow vice president of planning, and an I Have A Dream board member and volunteer mentor, introduced the corporate staff to the organization. Following a Career Day event that invited 20 students to visit Bristow headquarters, more Bristow employees became involved with I Have A Dream.

CEO for a Day

That includes CEO Bill Chiles, who spoke to the students. Following his talk, 15-year-old Courtney Hunter told Chiles that she aspired to be a CEO. Chiles made arrangements for Hunter to shadow him as “CEO for a Day” to learn about his job. “Never in my career has anyone ever asked me to spend a day to find out what it’s like to do my job,” Chiles told a local TV reporter who covered the event.

Hunter sat in on top-level meetings, met more Bristow employees and asked a lot of questions. “People really wouldn’t expect too much from a person who goes to my high school or other inner city schools, but I would really like to rise above that stereotype and be CEO,” Hunter told the reporter.

Following Career Day and Hunter’s visit, members of Bristow’s Corporate Giving Committee chose I Have A Dream to receive a $50,000 donation, Bristow’s largest charitable gift of the year.

Long-time mentor Mark Frank is gratified at the support. Currently, he is helping a seventh grader whose family emigrated from Guatemala. “I try to expand his horizons by showing him life outside his economically challenged neighborhood.”

A local television station reported on Courtney Hunter’s visit with CEO Bill Chiles.
U.K. pilot, daughter live Olympic dream

Earlier this year, Bristow World featured pilot Patrick Miley and his daughter Hannah, who qualified for three swimming events at the Beijing Olympics with dad as her coach. Here’s Patrick’s account of their adventure.

By Patrick Miley

It’s not every day that one gets the chance to see a family member compete in the Olympic Games. It’s even rarer to attend the Games as a coach on that team — and I was extremely fortunate to experience both this summer.

My 18-year-old daughter Hannah earned a place on Team Great Britain and qualified for three Olympic swimming events. I was shocked when the team invited me to serve as one of the coaches.

As a passionate swimming coach, I felt a huge sense of privilege to be asked. The support provided by Bristow enabled me to fulfill an extraordinary ambition.

First stop – Osaka
To adapt to humid weather and get closer to the event, the team established a holding camp from July 25 to August 5 in Osaka, Japan. As Hannah and the team made their final preparations, our hosts could not have been more supportive, and the training facility was outstanding.

In addition to Hannah, I coached Tom Haffield and Mark Foster. At age 38, Foster was the oldest male swimmer in the Games and served as Team Great Britain’s flag-bearer at the opening ceremony.

Another world
After just two hours in flight, the tranquility of Japan was exchanged for the chaos of Beijing. The media was out in force at the airport, and the immense Olympic Village was a surreal sight, with identical apartment buildings draped with the flags of attending countries.

Even the dining hall was spectacular, the size of three football fields and serving food around the clock from every nation. Yes, there was a McDonald’s.

Hannah got down to business right away, as her 400 meter individual medley heat race was in the first session. Despite an illness prior to the Games that reduced her oxygen capacity, she finished second in the heat and qualified for the final — the first British woman to qualify for an Olympic final in 12 years.

In an extraordinary race won in record time by Australian Stephanie Rice, Hannah came in sixth. I knew she was disappointed, but nonetheless her first words to me were “Next time I’m going to be prepared like never before!” It was a tremendous experience for both of us.

In the 200 meter individual medley, Hannah swam incredibly well, and even topped the eventual gold medalist by winning her heat. But the stakes were raised in the next day’s qualifier and she missed the final by one spot. A similar result occurred in the 4 x 200 freestyle relay.

Olympic moments
Regardless of the results, the team was able to experience the true essence of the Olympics — tremendous challenges, enormous pressure, huge highs and deep lows. And the British national anthem was played at the pool, thanks to Rebecca Adlington’s victory in the 400 meter freestyle.

For me, it was over all too soon. Three hours after the racing ended, my accreditation was deactivated and I was flying back to Scotland. Hannah remained in Beijing to attend the closing ceremonies, and she had a fantastic time.

She’s already back in training and talking about the 2009 World Championships in Rome. The dream continues.

Patrick and Hannah Miley

Bristow consortium withdraws from U.K. SAR bid

UK Air Rescue, the consortium that included Bristow, AgustaWestland, FB Heliservices and Serco, has dropped out of the bid process for the well-publicized search and rescue SAR-H contract for the United Kingdom. The consortium was one of three groups competing for the multidecade contract.

The decision was reached following two days of meetings with the UK Ministry of Defence and the UK Maritime Coastguard Agency. Richard Burman, senior vice president for Bristow’s Eastern Hemisphere Division, cited commercial reasons for pulling out of the bidding.

“The companies in UK Air Rescue are all very disappointed at this outcome, as we firmly believe we have the necessary expertise, experience and cost-effective focus on service delivery which would have ensured the successful long-term provision of the U.K.’s search and rescue service,” Burman said. “Bristow retains its strategic commitment to the development of search and rescue as a part of the helicopter services that we offer to our customers around the world.”

The remaining competitors include Sotera, a consortium of CHC and Thales, and Air Knight, a company that includes Lockheed Martin, VT Aerospace and British International Helicopters.

Birthday wishes

Alan Bristow, founder of Bristow Helicopters, celebrated his 85th birthday on September 27 with 30 close friends and relatives. Despite some recent health issues, the former Royal Navy pilot was surprised and delighted with the attention.

Rebranding arrival at Bristow Academy

The first of more than 50 aircraft in service at Bristow Academy recently emerged from the paint shop sporting a spiffy new Bristow look. This helicopter, a Bell 206B-III, is based in Titusville, Florida.
Doing business in Latin America is unlike anywhere else in the world. Challenges run the spectrum from geographic to cultural to political, making the ability to adapt a fundamental element for success.

Bristow’s operations in the region reflect that need for adaptability. “We have operations in only five Latin American countries, but we need three different business models to do it – a wholly owned operation, joint ventures and dry-lease ventures,” says Jeremy Akel, Latin America Business Unit (LABU) Director. “Our employees work under a wide variety of conditions, and we’ve been successful at it, growing revenue more than 10 percent annually in recent years.”

Latin America’s almost 200 employees are spread across Bolivia, Brazil, Colombia, Mexico and the Republic of Trinidad and Tobago, with all seven LABU headquarters employees recently relocated to Houston. In October, LABU officially began marketing its services under the Bristow brand throughout the region. Previously, it used the “AirLog International” name in some of its markets.

“Our two strongest markets are Mexico and Trinidad, contributing with 27 and 59 percent of Latin America revenue,” Akel says. “Brazil is a big growth area, but it’s only at 9 percent right now, with the rest divided between Colombia and Bolivia.”

Trinidad triumph
The home of calypso music and the limbo is also home to Bristow’s flagship operation in Latin America. With 185 employees, Trinidad is the only wholly owned Bristow operation in the region, and its ability to draw from the local workforce makes it one of the most popular employers on the island.

From its base at the International Airport of Piarco, the Bristow Trinidad fleet serves BP and other customers.

“More than 90 percent of our employees there are Trinidad nationals or legal residents,” Akel says. “They are great ambassadors for Bristow in the region.” Their success is reflected in a strong, steady business with blue-chip customer British Petroleum (BP), which signed a five-year services renewal contract in 2006.

The Bristow fleet in Trinidad currently totals 11 aircraft, mostly medium-sized Bell 412EP helicopters. The base of operations is located at the International Airport of Piarco.

Mexico comeback
Compared with the stable environment of Trinidad, Bristow’s operations in Mexico have been a roller-coaster ride. But after a remarkable and well-earned turnaround, things are looking up.

Bristow operates in Mexico through Heliservicio Campeche S.A., a joint venture with Mexico’s Compañía Inversora de Sistemas para la Electricidad (CFE). The long-standing contract currently calls for eight helicopters to help survey the electric grid, move personnel and perform tower lifts, in which the aircraft acts as a crane to put a transmission tower in place.

The Heliservicio partnership adopted the Bristow-branded look for its helicopter fleet.

In addition to PEMEX, Heliservicio has another big customer in Comisión Federal de Electricidad (CFE), the government-run electric monopoly. The long-standing contract currently calls for eight helicopters to help survey the electric grid, move personnel and perform tower lifts, in which the aircraft acts as a crane to put a transmission tower in place.

Corporativa S.A. de C.V. The largest client is Petróleos Mexicanos (PEMEX), the government-owned oil company. The PEMEX business took a turn for the worse in 2004, when all of the contracts were essentially lost. After a determined effort to rebid and regain the business, most of the contracts came back to Heliservicio earlier this year.

“We went from basically zero helicopters in 2004 to about 17 today serving PEMEX, resulting in market share in Mexico above 50 percent,” Akel says, adding that Heliservicio ramped up to 10 aircraft for service in about 90 days to meet the terms of the new contract. “In our business this is nearly impossible, and it is a testament to how hard the employees of Heliservicio are working.”

In addition to PEMEX, Heliservicio has another big customer in Comisión Federal de Electricidad (CFE), the government-run electric monopoly. The long-standing contract currently calls for eight helicopters to help survey the electric grid, move personnel and perform tower lifts, in which the aircraft acts as a crane to put a transmission tower in place.

Firmly established on land, Akel says the next big opportunity in Mexico is offshore.

PEMEX is forecasting a lot more rigs this year, and they are starting to dabble in the
deepwater market,” he says. “Because of Heliservicio’s quality reputation and Bristow’s access to large aircraft, the joint venture is uniquely positioned to be a premium choice for deepwater operations once they get started.”

**Awaiting Brazil’s boom**

From oil exploration to tourism and high technology, Brazil is often cited as the “next big thing” in many industries. It’s no different for helicopter services, and Bristow already has a key customer in Lider Aviação Ltd., one of the country’s leading aviation companies.

Lider is the market leader in the country, with a fleet of nearly 67 aircraft (42 helicopters). It is the biggest aviation vendor working with oil producer Petróleo Brasileiro (Petrobras), which is among the largest companies in the Americas, approaching the scale of ExxonMobil.

“Brazil is a big growth opportunity for Bristow, and we have high expectations for adding more aircraft,” Akel says. “Lider’s corporate culture is very similar to Bristow’s, with core values of safety and integrity equally prioritized in their organization. Therefore, it’s very easy doing business together.”

Across the rest of Latin America, Bristow currently leases out four helicopters in Colombia and one in Bolivia that’s used for seismic testing. The Bristow employees in these countries serve as field service representatives, providing oversight of the aircraft and ensuring proper maintenance.

“Colombia shows a lot of promise and is a potential growth market,” Akel says. “Security in the country is getting better, and the government is encouraging foreign investment in the oil sector, as is the government in Perú.”

**Making it all work**

Latin America’s diversity, across cultures as well as business practices, requires thinking beyond traditional models. “Caribbean is different from Mexican culture, and everything is different from U.S. culture,” Akel says. “This diversity creates unique challenges, but it also makes the business unit richer. There is a lot to learn and experience.”

**Another win for Lider**

The most recent large contract for Bristow and Lider in Brazil is with Statoil. The five-year deal provides two S-76C++ helicopters to be based in Macaé, Brazil. The Bristow aircraft will begin operating by January 2010.

---

**Event promotes S-92 to Gulf Coast customers**

In July, events in New Iberia and Houston attracted approximately 500 customers, analysts and others for an up-close view of the capabilities of the 19-passenger Sikorsky S-92 helicopter. New to the U.S. Gulf of Mexico, the S-92 appeals to energy companies interested in quick and safe transportation to drilling rigs and platforms located in deep water farther from shore.

---

*From left, in foreground, Air Logistics’ Kade Monzelun, Bristow’s Mark Fontenot and Murphy Oil’s Dave Harris and Paul Gremillion*

*Customers and employees return from a ride on the S-92.*

*Sikorsky’s Dave Powell points out the S-92’s six-foot-tall cabin.*

*S-92 Training Captain Keith Quigley conducts a safety briefing with passengers.*

*Bristow’s S-76C++ is ready for a contract with Repsol.*

*From left, in foreground, Air Logistics’ Kade Monzelun, Bristow’s Mark Fontenot and Murphy Oil’s Dave Harris and Paul Gremillion*
High Flyers
Bristow Academy employees in Titusville, Florida, led by Heather Amaral, HR manager, have been busy with multiple community service projects, including a donation to a summer camp for disabled children, a clothing and sports equipment drive for the Country Acres children’s home and cleanup events at a local beach and waterway. In the latter, a group of 13 students and staff took to kayaks for the cleanup.

Mauritania operations win safety award
Bristow operations in Mauritania have been recognized by client Petronas for 2 million staff hours without a lost-time injury. The company’s contract with Petronas has been extended to end of March 2009 and includes a Bell 212 and 412EP.

U.S. benefits enrollment November 17
The deadline for U.S. employees to make their benefits elections is November 17. Medical, dental and short-term disability benefits are now separate, enabling employees to tailor the plan to their family’s needs. Among the changes in the 2009 offering are a new vision plan, child orthodontia, life insurance increases for spouses and children, 401(k) enhancements, wellness coverage increases and short-term disability improvements.

Wyatt elected to board of directors
Will Wyatt, 40, is the newest member of the Bristow board of directors. The London resident and former cavalry officer in the British Army serves as executive director of Caledonia Investments Plc. Previously, he was a finance executive at Close Brothers Plc, a leading independent merchant bank in London.

Fontenot gets role at OGP meetings
Global Flight Operations Standards Manager Mark Fontenot will represent HSAC (Helicopter Safety Advisory Council) at OGP (International Association of Oil & Gas Producers) meetings. HSAC includes representatives from more than 115 organizations concerned with flight safety in the U.S. Gulf of Mexico.

Management Changes
After 30 years at Bristow, including 20 years with the company’s Caribbean operations, Captain James Wilhite will move to a new role with the company. Replacing him as leader of Bristow Caribbean is Warren Jameson, who will serve as director. Ian McIntosh, who has served as legal director and company secretary for Bristow Eastern Hemisphere for 20 years, has requested a part-time role and will serve as assistant legal director. Andrew Magowan assumes the role of legal director and company secretary. He has extensive legal experience, both in private practice and in business. Most recently, he was with Alpha Group, a large international airport retail and flight catering company.

News Briefs

Bristow Defence, RSAF celebrate 10 years
A Family Day and luncheon honored the 10-year anniversary of the Bristow Defence Industries’ contract with the Republic of Singapore Air Force. Brigadier General Wong of the RSAF told the gathering of Bristow and RSAF personnel that a shared commitment to safety and quality has played a big part in the success of the partnership.

Fontenot gets role at OGP meetings
Global Flight Operations Standards Manager Mark Fontenot will represent HSAC (Helicopter Safety Advisory Council) at OGP (International Association of Oil & Gas Producers) meetings. HSAC includes representatives from more than 115 organizations concerned with flight safety in the U.S. Gulf of Mexico.

Mauritania operations win safety award
Bristow operations in Mauritania have been recognized by client Petronas for 2 million staff hours without a lost-time injury. The company’s contract with Petronas has been extended to end of March 2009 and includes a Bell 212 and 412EP.

U.S. benefits enrollment November 17
The deadline for U.S. employees to make their benefits elections is November 17. Medical, dental and short-term disability benefits are now separate, enabling employees to tailor the plan to their family’s needs. Among the changes in the 2009 offering are a new vision plan, child orthodontia, life insurance increases for spouses and children, 401(k) enhancements, wellness coverage increases and short-term disability improvements.

Wyatt elected to board of directors
Will Wyatt, 40, is the newest member of the Bristow board of directors. The London resident and former cavalry officer in the British Army serves as executive director of Caledonia Investments Plc. Previously, he was a finance executive at Close Brothers Plc, a leading independent merchant bank in London.

Fontenot gets role at OGP meetings
Global Flight Operations Standards Manager Mark Fontenot will represent HSAC (Helicopter Safety Advisory Council) at OGP (International Association of Oil & Gas Producers) meetings. HSAC includes representatives from more than 115 organizations concerned with flight safety in the U.S. Gulf of Mexico.

Mauritania operations win safety award
Bristow operations in Mauritania have been recognized by client Petronas for 2 million staff hours without a lost-time injury. The company’s contract with Petronas has been extended to end of March 2009 and includes a Bell 212 and 412EP.

U.S. benefits enrollment November 17
The deadline for U.S. employees to make their benefits elections is November 17. Medical, dental and short-term disability benefits are now separate, enabling employees to tailor the plan to their family’s needs. Among the changes in the 2009 offering are a new vision plan, child orthodontia, life insurance increases for spouses and children, 401(k) enhancements, wellness coverage increases and short-term disability improvements.

Wyatt elected to board of directors
Will Wyatt, 40, is the newest member of the Bristow board of directors. The London resident and former cavalry officer in the British Army serves as executive director of Caledonia Investments Plc. Previously, he was a finance executive at Close Brothers Plc, a leading independent merchant bank in London.

Management Changes
After 30 years at Bristow, including 20 years with the company’s Caribbean operations, Captain James Wilhite will move to a new role with the company. Replacing him as leader of Bristow Caribbean is Warren Jameson, who will serve as director. Ian McIntosh, who has served as legal director and company secretary for Bristow Eastern Hemisphere for 20 years, has requested a part-time role and will serve as assistant legal director. Andrew Magowan assumes the role of legal director and company secretary. He has extensive legal experience, both in private practice and in business. Most recently, he was with Alpha Group, a large international airport retail and flight catering company.

Submit your story idea to your local team member.

Bristow Group Inc.
2000 W Sam Houston Pkwy S
Suite 1700, Houston, TX 77042
713.267.7600
713.267.7620
bristowgroup.com