

Police Aviation News

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Special Edition October 2011

PAR

2011

HELITECH SHOW EDITION

Including reports from: DSEI, BGAD & Transport Security

EDITORIAL

Shows are both the bane of the manufacturer's business life and a necessary evil. They are often expensive and recur too often, a factor of even greater importance in times of financial difficulties. You can have venues that are reasonably priced but for each of those there are others that present costs that are eye watering. Small niche events are still reasonably priced, perhaps \$6,000, but others like the recent DSEi suck more than five times as much money from the exhibitor's funds for the same space. That \$30,000, plus the time, accommodation and wages of getting the exhibitors staff on site inevitably goes on the customer's final invoice. Your bill.

The bigger the show the more cost and the greater the expectation that the footfall meets the exhibitors aspirations. There is nothing worse than spending \$6,000 and more on a venue that brings no visible return. Those failures go on your bill too.

Week by week the number of apparently identical events in similar locations grows. Mostly they are not sustainable by either the exhibitor - or the ultimate sponsor, the customer - and after sucking money from the system they ignominiously fade from view.

Reprehensible though is a failure to compete fairly. Only a week before Helitech started I heard that the show that is all about Networking and bringing together the fiercest rivals to drink and work alongside each other was banning a rival from its event. The organizers of the Helitech Show, Reed, saw fit to write to Bob Munton the organiser of next year's start-up The Helicopter Show to be held at Silverstone to tell him his presence at Duxford to market his event was not required. Significantly other 'rivals' were not excluded.

This was not a good idea, and it seems clear that this was a conflict built on anger perpetrated by both sides. The industry is too small for even petty squabbles and if the industry does not want this show it will decide not a rival event holder. That is what appears to have happened with Helitech Portugal and others highlighted in PAN recently. The biggest danger is the damage a 'bad' show or too much adverse publicity does to the original brand.

This special edition reviews recent shows and conferences to which some or all industry professionals have free access. It cannot give you more than a flavour of the event and the issues – in the end there is a need for the individual to attend to soak-up the detail, and make up their own mind.

Bryn Elliott

FRONT COVER: *Italian registered PZL W3 Sokol I-SOKL operated by Eliwork was a bit of an old timer at the show. The Sokol was the first helicopter to be designed and built in Poland—although it was clearly based on the earlier Mil Mi-2 from Russia. This example is the only one bought by Eliwork and is used for a number of roles including rescue and fire fighting. [Image PAR]*

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HELITECH

A quarter of a century on from the first show Helitech is seen by the organisers as the 'Gold Standard' for a European helicopter event. This pretentious attitude is difficult to argue with but the brand needs protecting by all to avoid damaging it and such as the newly announced cut of Helitech Portugal will ultimately be a good thing. The brand has been damaged in the recent past by taking it to failure venues that were ultimately cancelled, Portugal and South America spring to mind.



From the point of view of most readers of PAN the highlight of Helitech this year was the excellent 'Blue Light' conference on the morning of the last day. The whole was put together by Andrew Drwiega, a long acquaintance with an impeccable publishing and writing past who now acts as an independent. The outcome of his selection of the speakers in this segment of the three day conference programme he oversaw was very positive.

At the core of the interest in the Blue Light conference was the National Police Aviation Service [NPAS] and the first significant public appearance by Alex Marshall the Chief Constable of Hampshire and the ACPO lead on air support matters. He is seen as the architect of NPAS and upon him are heaped all the hitherto unanswered questions and criticisms. There was a supporting cast but on the face of it they were 'just' from industry. How wrong can first impressions be? The four speakers gave a faultless, seamless series of presentations that looked as if they had a 'conspired together' and rehearsed every word. They had not, but ultimately the presence of mind of each speaker in modifying their own presentations to reflect the flavour of the presentations that had preceded them showed through to their credit. The industry presentations were nominally from Bell Helicopter [the main sponsors], AgustaWestland and Schiebel but for the most part the presentations were serious and you would barely know their allegiance were it not for the unobtrusive logos on the slides.

The audience was drawn from across the emergency services and the main MRO's. Here I recognised past and present police air support members, personalities from the air ambulance world, both the charity administrators, fundraisers and the flight line figures, regulatory figures and the military. All were clearly seeking clarity.

CC Alex Marshall QPM, opened the speaking in giving a Key-note Presentation that most directly involved in UK police aviation have awaited for 11 months. All of the assuredness of his 31 years police service showed through and [thank goodness] here was a man with an apparent passion for what he was trying to achieve in turning around what most of us agree is a fragmented sector of the aviation industry and policing. I would like to think that his 20years in the Metropolitan Police brought to this conference item more than others have to other conferences in the past. The day was carried by an assured presentation that was either rehearsed impeccably or straight from the heart. The assuredness was associated with an ability to respond sensibly to the presentations followed so on the face of it this was an effort based on knowledge.

There is no way that this write up can do justice to a '20 minute' speaking slot and the questions that followed but a few elements can be extracted. If you, the reader, get a chance to attend a repeat performance either on the Internet [Helitech] or another conference [Helipower at Farnbough5 in October] you should make every effort to do so.

I guess it's fair to say that this presentation went a long way in explaining the why's and wherefore's. If there is any remaining



criticism it is that this 'wider audience' process might have been done earlier.

At the core of the presentation remained the plans laid out last October. There is no dispute that elements of that plan have proven unable to withstand the passage of time, but for the present there is little need to announce a major revision as the unchanging core of the NPAS creation process is placed before each chief of police and the police authorities. The plan as laid out is sufficient to overcome the many questions that these two non-technical groups might ask even if the enquires of the more technical, coal face, element has felt left out. The involvement of the technical audience has only been evident in the regional 'trials' and the shutdown of some units. They will have their day when the thoughts and wishes of the political elements are clarified. There is nothing until that happens.

As we know – and Marshall acknowledges – South Yorkshire is the first to say no. There may yet be others. For the present all the chief officers have said yes and most of the authorities have followed suit with a positive reaction. Those that say no may lose that position when police authorities give way to their replacement in a year or so and beyond that the government of the day may decide to compel, but that it appears is not in the remit of the current plan.

The sums of money mentioned in recent South Yorkshire documents are a moveable feast. It is not intended that every force will pay £400,000pa towards an NPAS pot; the offer on the table – the carrot - is that every force will pay an amount that is 'less than their current air support bill.' Clearly there are massive variations between those that spend out on a current in-house air operation and those that pay tiny amounts towards some ad-hoc on demand air support capability from adjoining police air operations. The main low payers will be Cumbria, Kent, Lincolnshire and North Yorkshire. They are the real winners but no numbers were mentioned – just that [for political expediency] they will be paying less than before.

For the future that same political expediency has promised an overall cost saving from formation of NPAS next year. Equally, and it could easily have been missed, there was a promise of 'expansion' in the future – it was non specific and certainly not clearly identifiable as 'more police air units', but the real thinking only broke cover two presenters later.

At the core of the criticism of NPAS so far is a fear that they are not listening and that new cost cutting measures will be imposed – many of these have been reflected within these pages and in those of the free access public website pprune.org – primarily that cost saving will impose a command and control system that is useless and that his advisers may not have the front-line experience to fully brief him.

Alex Marshall acknowledges these fears and is standing back and assessing the various experiments and options that are in place. Just because they are there now does not mean they have to stay. Specific mention was made of about abandoning 'recently built £1.5M facilities' [Dyfed] but some things simply need to be taken in their stride and assessed as individual problems when the time comes. A wider personal involvement with the technical side seems on the cards – and he was certainly buttonholed on site by attending air support professionals - but it is probably fair to say that for the moment he is a mite distracted by getting the groundwork in place with the 43 police authorities on-side and still acting as Hampshire's CC.



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Carl Crenshaw, Bell Helicopter Parapublic Operations for which his past as a 20-year law enforcement professional with Baltimore, Maryland makes him well suited. The presentation cleverly reflected a number of points in Alex Marshall's presentation and was creditable for it being a police aviator talking police aviation rather than 'Bell on Bell.'

Although his presentation followed the thread launched by the Keynote speaker it was couched in generic world terms rather than being UK or even European specific. It showed why Carl holds the position he does within Bell and flowed well in the day's proceedings. Unfortunately a section of the audience thought that this was a good time to head back to other places so the plot for the future did not gain maximum exposure.



Richard Folkes OBE has been with AgustaWestland for four years but has a broad background in Army Air Corps flying and able to draw on his involvement in operations that can be best described as a multi-agency 'Aid to the civil power' in Northern Ireland – as well as a multitude of specific military tasks.

It was Folkes that unexpectedly brought to this conference a way the future of airborne emergency services may develop. The chief constable had touched on it tentatively but here it was exposed in starkness. It is a plan that is sure to have its denigrators but equally it is clear outside the box thinking for a new way in times of severely squeezed budgets.

It is probable that the majority of the audience was expecting a line up of AgustaWestland helicopters to inhabit his slides; so it was a shock to see that most of the images were of current day airborne emergency services craft. UK police have just one AW109 in service

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so the screen was covered in the reality represented by Eurocopter and MD craft. The subject matter was wider though so the thrust of the presentation also drew in air ambulances and SAR, fire gained a mention but as there are no air assets in service it was just a passing breath.

Money is at the root of all of the speculation, but stand back a bit and take on board that it is not just the police that are in this position. The current problems with Search & Rescue are also part of this, the over expensive, over complex SAR-H plan spun out earlier this year and only now are plans in place to put something else in play. Fire just keeps on failing to happen after 15 years of trials and union disinterest. The only truly bright star is the mainly charity funded air ambulance sector.

Richard Folkes took his audience into overview. Looked at from afar the map of Britain is almost awash in air assets, it is just that they all have different rules of engagement and, more critically, have different controlling bodies. When the call goes out for a missing old person we all know that it really does not matter one jot to that misper whether the craft that turns up in rescue is red, yellow or blue?

That principle is at the core of the clear air thinking but, just like NPAS, there are political hills to climb. Too many organisations, each with their own agenda, and a need for one needed to draw the threads together for the common good. Each can operate automatically but many of the assets are underused and duplicated close by. Although it was not mentioned specifically it is likely that such as Sky Watch could fit in to these wider eyes in the sky picture.

At the core was an illustration that SAR was currently based on big craft such as the Sea King, S-92 and AW139 and yet they each represented a significant overkill on the demonstrated need. Less than 1% of SAR is at long range and yet most dedicated SAR assets are aimed at satisfying that need. The busiest sector is for SAR is inland and close inshore – areas where the police and air ambulances might easily at least undertake the search part of the mission.

The search part of a typical police mission can equally be undertaken by any camera or set of eyes in the sky – hopefully without treading on too many toes where professional assessment, local knowledge, and pride come into play. For the specific police role there are likely complications to be assessed - undoubtedly including continuity of evidence – but that is not going to be the case all the time and will not preclude sensible argument.

Fire may not get a dedicated helicopter but there are helicopters sitting out there waiting for work and quite capable of hooking up and delivering the type of occasional load that all of the trials have so far indicated a need for. Specialisation is a very expensive luxury that leads to wasted assets – and that is effectively where NPAS came in the door to make best use of the resources.

This is another ‘Work in progress’ and will require every bit of the singleness of mind and intention to lobby that was clearly being suggested by both Alex Marshall and Richard Folkes.

Philip Hoole, the Global Sales and Business Development at Schiebel the Austrian UAV manufacturer brought up the rear and bent over backwards to follow the theme and play down the brand he was representing. On the whole he succeeded without resorting to being an apologist and yet put before the audience one of the technologies they will need to be accepting or rejecting in the not too distant future in a sensible manner. When he suggested that it would be better sense to put the UAS into the hover watching a front door for up to 10-hours it rather made more sense that having a succession of crewed assets changing places every two hours. As with all arguments there are some that take the prizes more easily than others! The four speaking slots overran the allocated time-span so the questions – mainly directed at CC Marshall – were held to just a few. Food for thought and lots of it.





HELITECH AT 25 - THE SHOW

Much has happened since the first show took place in Aberdeen back in 1986, though most will only recall it from the slightly later days at Redhill in Surrey. To mark the 25 years the organisers ran a Facebook based competition designed to attract 'historical' images of the past shows. The results appeared in hard copy on site as a backdrop to the main restaurant.

Times are hard and there was a general expectation that the show may be taking place but that it would be damaged in some way by the recession. The result was a halfway house on that thinking, it was clearly not running to capacity – there were a number of empty booth spaces given over to impromptu meeting places – but it held its own. Overall the organisers have stated that number of attendees was the same as two years ago. Day one was quiet but day two was buzzing. Day 3 was, well day 3; quite busy but waning into the afternoon like all third days. Quite a bit of business was undertaken throughout although I am aware of one exhibitor who claimed to have had just one customer call by. There may have been thirty eight first time exhibitors but there were also as many absentees from previous years.

Reality has hit the organisers, Reed, and they have cancelled the Helitech Europe in Portugal scheduled for 2012. It never got to be held in a sensible place; the bottom left hand corner of Europe just never worked any more than Helitech in Aberdeen and was doomed from the day they were unable to hold it either in central Spain or somewhere more central in Europe. I may have enjoyed the working jaunts there but the industry simply did not see the business flow in.

Helitech 2011 opened with an impressive line-up of static aircraft that was changed each day as some of the visiting aircraft were brought inside the barriers for added effect. The organizers predicted nearly forty helicopters and I do not see fit to argue but it was never a spectacular line-up and the true highlights remained the resident aircraft of the Imperial War Museum; the lumbering DH Rapide joyrides, the spectacular Spitfire and the 'Me109' [Hispano HA1112 Buchon] fly byes.

AgustaWestland



Back to the helicopters. Among the offerings AgustaWestland fielded an example of the light-weight, twin-engine multi-purpose AW109 in the colours of Swiss Rescue REGA, this contrasted by bulk of the PZL W-3 Sokół medium-size, twin-engine, multipurpose helicopter - a recent acquisition of an existing line of workmanlike ancient Russian designs now manufactured by AgustaWestland Świdnik. The main shift was towards two new mock-up airframes of future modern technology projects, the eight tonne class AW189 and the 4.5 tonne AW149. They may have been first footing at Helitech but they were already in the public domain via Farnborough, Paris and Heli-Expo.

The AW169 helicopter programme, which was unveiled at the Farnborough International Air Show in July 2010, is progressing as planned with the first flight scheduled in 2012. Deliveries are expected to follow immediately after certification is obtained. A significant number of firm orders have already been logged worldwide for a range of applications.

The AW139 has recently been bought by Bond and used by FB Heliservices for training—although the latter were featuring an EC AS350 Army and, bringing Bell Helicopter to the event via the back door as well as the conference, Bell 412 HARII Griffin.

AgustaWestland and Bond Aviation Group announced the signing of an MoU that will see both companies work together to establish a multi-year contract covering the purchase of AW139, AW169 and AW189 helicopters for offshore oil and gas support, HEMS, SAR and emergency service missions, together with support to the emerging offshore wind-farm market. The MoU was signed by Geoff Williams, Chief Executive Officer, Bond Aviation Group and Emilio Dalmaso, Senior VP Commercial Business, AgustaWestland.



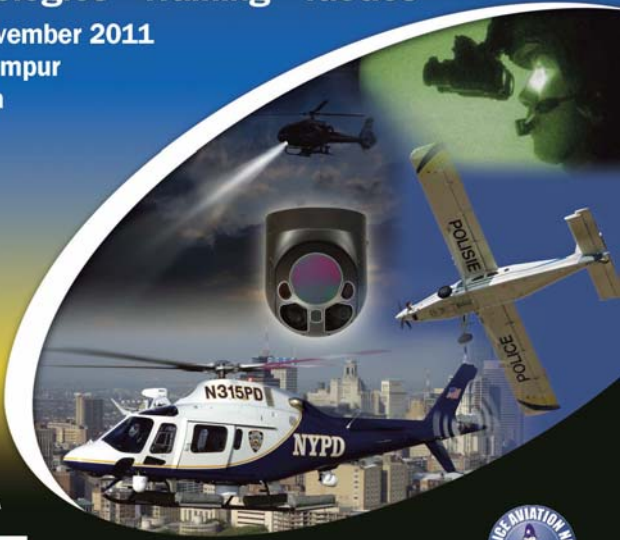



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Emilio Dalmaso, Senior VP Commercial Business, AgustaWestland, said after the signing “The signing of the MoU is a step towards what we hope will see Bond becoming a major operator of AgustaWestland’s AW139, AW169 and AW189

helicopters. We look forward to expanding our existing relationship with Bond and ultimately seeing them add more AW139s to their fleet and becoming a customer for the new AW169 and AW189 helicopters which offer exciting new opportunities.” Peter Bond, Bond Aviation Group’s Chairman said “Bond already operate a number of AgustaWestland aircraft and recognise AgustaWestland as a respected manufacturer. These aircraft types could significantly enhance our business in specific market areas. There are promising markets emerging and through these markets Bond will ensure future growth.”

This deal should be set against a background that sees the company as a wholly Eurocopper operator until that first AW139 arrived recently.

However the Bond Aviation Group is a sister company of the INAER Group, and that new partnership is likely to have a significant effect upon future operations. The INAER Group operates a wider range of aircraft types from across the manufacturers.

Bond has yet to make a final decision on acquiring the Bell 429. The intended order remains out there but continues to be held back by the prospective purchaser’s insistence that it remains too heavy. Bell are working on the problem with increases in engine capability and airframe weight reductions but the overweight figure provided to PAN suggests that there is still a long way to go to meet Bond’s requirements.



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Eurocopter

Eurocopter brought the EC145T2 mock-up to the show and placed it on their stand while outside the rest of their large range was spread across the static display areas. The EC145 T2 was joined by EC120, AS350B3, EC130, EC135 and EC155 helicopters within the static display area.

Also spotlighted at Helitech was a 1/5th scale model of Eurocopter’s X3 hybrid demonstrator, which combines the excellent vertical takeoff and landing capabilities of a helicopter with aircraft-type fast cruise speeds. The X³ has flown at speeds of more than 220kts., confirming how this concept will provide extremely productive solutions to a wide range of missions – including long-distance search and rescue, coast guard duties, border patrol missions, passenger transport, offshore operations and inter-city shuttle services.

The EC135, twin-engine helicopter widely used by police and ambulance services, was if anything over represented on the day, although not all were present directly representing the OEM.

Faced with large numbers of ex-police helicopters Eurocopter UK employed one in a highly successful ‘interactive’ display in front of their chalet. The former Suffolk Police EC135T1 was flown in to Duxford, surrounded by engineering access towers and platforms and manned by staff engineers. These invited anyone that was interested to see just how easy the EC135 is to service on a day to day basis. The EC135T1 G-SUFF – remains on offer for sums in excess of £1M. Sales of some of the four have yet to be made; there have been recent instances where it looked likely that two would go but they faltered.

Eurocopter played to the strengths of the 135 and their engineers. Although the type is more than ten years in production it remains modern technology and can perform the ‘easy maintenance’ display with aplomb. Many other types at the show may be new and therefore appear modern but they lean heavily on their ‘grandfather rights’ and simply cannot offer the level of ‘maintenance with ease’ that the EC135 has.

The EC145T2 evolved version of Eurocopter’s popular twin-engine BK117C2/EC145 is mainly being aimed at the UK’s demanding emergency services needs and utility roles. For unclear reasons many do not see it as having clear corporate credentials. It will un-



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dertake that role with ease but, like its EC135 stable mate, clearly has an inexplicable image problem among the corporate fraternity.

Eurocopter's further enhanced rotary-wing aircraft retains the EC145's proven technologies – providing a good useful load, extended range, a flexible cabin design, high reliability and excellent flying characteristics, with innovative features for improved performance – including the company's Fenestron shrouded tail rotor, upgraded main and tail rotor gear boxes, an innovative new digital avionics suite, a 4-axis autopilot and new Arriel 2E engines. It may cover its past well behind successive upgrades but it still relies heavily upon its own 'grandfather's rights' as a BK117 development in the modern world. Each revision erases another of its connection with its past technology but it has a way to go before being able to exhibit a level of maintainability that the EC135 excels in.

For its appearance at Helitech the EC145T2 was shown in the emergency medical services (EMS) configuration, demonstrating the helicopter's suitability for inter-hospital transfer missions. It also is fitted with a winch, suggesting a capability for light search and rescue.

Eurocopter retains a 75% share of the UK's police and emergency medical services markets, the company's 50 EC135 and 145 helicopters provide a majority of the UK national resilience rotary-wing aircraft capacity. For Eurocopter the problem is that the level of sales will remain at a plateau until NPAS is established. There are potential sales pending in other areas - mainly air ambulance – but only Northern Ireland and the fire service may provide other near term relief in the order drought. Fortunately the police in Northern Ireland are outside NPAS and they have a proven need to enhance their fleet by adding at least one other EC145.

Eurocopter celebrated the 10,000 flight hour milestone for the Turbomeca Arrius 2B2 powered Chiltern Air Support Unit EC135T2 helicopter based at RAF Henlow - the Royal Air Force station in Bedfordshire, England. This is the first of the later model EC135 to reach this milestone – the previous model was the EC135T1, a type now taken out of service.



A 10,000-flight hour certificate was presented by Markus Steinke, Managing Director of the Eurocopter UK Ltd. affiliate, to Doug MacKay, Unit Executive Office at RAF Benson during a ceremony held at the Helitech helicopter exhibition in Duxford. They were joined by Chief Inspector Donna Pierce from Hertfordshire Police; and Sergeant Richie Barker, Deputy Unit Executive Officer at the RAF Henlow base.

The Chiltern Air Support Unit – which provides operational air support to the Thames Valley Police, the Bedfordshire Police and the Hertfordshire Constabulary – currently operates two EC135s, with one based at RAF Benson and the other at RAF Henlow in Bedfordshire. The RAF Benson location is staffed by Thames Valley Police officers, while the RAF Henlow operation brings together officers from Hertfordshire and Bedfordshire.

The two EC135s have demonstrated excellent performance and operability levels for air

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support operations to the five counties of the three involved consortium police forces – which cover an area of 3,270 square miles and 3.5 million people. On average, the two helicopters log some 2,200 flying hours per year, performing up to 6,000 individual missions.

MD Helicopters

MD Helicopters may continue to struggle in the world market but they took their customary chalet position and brought along an MD500E and MD902 Explorer from their south coast dealer Eastern Atlantic while also being ably represented by the various MD902 aircraft brought in by the SAS Group in Staverton. Notable attendees included a couple of air ambulances from Lincolnshire & Nottinghamshire, the Trinity House example and, for one day, G-GMPX from the police in Greater Manchester. The MD902 of Hertfordshire Air Ambulance usually based at North Weald some 20 miles to the south, shared space on the operational side of the fence with the recently imported former ADAC EC135T1 operating for East Anglia Air Ambulance. Both were based during the event and were ready to attend to emergencies if called.

All of these MD airframes will continue to bring profits through spares provision for a long time into the future but it is difficult to see opportunities for new airframe sales into the UK market.

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Multiflight

Two Eurocopter AS365 Dauphin medium-weight multipurpose twin-engine helicopters were brought to Helitech by Multiflight based at Leeds-Bradford. One of the pair was the latest for delivery to Great North AA, G-NHAC.

Third Great North Air Ambulance Service Dauphin helicopter bought from Multiflight was officially handed over to the charity on the second day of the show.

Multiflight Managing Director Steve Borrowdale made the official hand over to GNAAS Chief Executive Graham Pickering. The AS365N2 helicopter was pre-owned and after purchase was fully kitted out as a ambulance helicopter with Multiflight's medical interior.

Earlier this year Multiflight was awarded a five-year contract to manage, crew and maintain the helicopters for the charity. Multiflight has managed, crewed and maintained the GNAAS helicopters since early 2010 and has already supplied the charity with two Dauphins.

At the official hand over, Steve Borrowdale said: "Multiflight is delighted to be working in partnership with GNAAS: to have been awarded the new five-year contract and also to be the company

chosen to continue managing, crewing and maintaining the aircraft that the charity has purchased through us. It's a partnership that highlights the complete turnkey air ambulance solution that Multiflight provides. GNAAS provides a very valuable service and Multiflight is pleased to be able to help and support the charity and the public it serves."

Graham Pickering said: "The GNAAS is very pleased to take ownership of this third Dauphin helicopter from Multiflight. The charity has been very impressed with Multiflight's management, maintenance and team of helicopter pilots during the time we have been working with the company. We are looking forward to the next five years working with Multiflight."

Multiflight offers a full range of aviation services at its base at Leeds Bradford International Airport. These include aircraft sales, charter, engineering, aircraft management, executive aircraft handling and flight training.

Great North cut its teeth on an earlier leased example of the Dauphin type [G-HEMS] after years operating a mixed fleet that at various times courted the BO105, AS355 and MD902 before deciding buy their own airframes. There have been reports that Multiflight are looking for a fourth Dauphin to convert for ad-hoc work in the general market and also as a spare airframe to offer as a maintenance spare.

Multiflight now undertake maintenance for the Great North Dauphin fleet and the Yorkshire Air Ambulance MD902s. In each case the aircraft are owned by the charity.

At the time of writing one of the Yorkshire MD902 remains off-line at Staverton awaiting an go-ahead from the FAA and CAA teams looking into its high profile on-screen accident. Near the end of the recent series of *Helicopter Heroes*, a UK television ride-along reality show, the aircraft went u/s when the front undercarriage support failed on the ground just as a lift-off to flight was cleared by the tower at Leeds-Bradford Airport.

Corrosion appears to be at the core of the failure – the airframe was previously operating in Indonesia with Airfast for BP and had been on the ground for a while before Yorkshire took it – but that conclusion appears too simplistic for the AAIB/CAA and FAA to agree upon. Even when that is agreed the repairs will take weeks. Meanwhile Yorkshire is looking at acquiring another MD902 to add to the fleet – a sure expression of satisfaction with the type.



Steve Borrowdale (right) and Graham Pickering with the helicopter

Ground Handling

TLC Handling was featuring the single-engine Aérospatiale SA 315B Lama on the new model of aircraft lift. The project is a little behind previous expressions of intent and the design has evolved a little in style but there is already a clamour for deliveries. In reality it will be next year before the first of the new machines is delivered – meanwhile the well proven original remains available for delivery at its customary kept price.

Currently the new model offers the operator a 'ride-along' capability and the ability to operate the machine using a hand-held remote control. The remote is coded and several features seek to ensure that incorrect operation will not take place. The detachable control box requires matching to the lift unit each time of use and loses the link if taken too far away or switched off. As with the existing unit, it can act as a GPU, supporting such activities as long-term ground training on camera units.

Sales of the TLC Helilift remain weak in the USA, The American preference lies where it has been for a long time, with putting the helicopter down on a square of metal with wheels on. Besides the difficulty in doing that accurately [there have been accidents] you actually need one for each helicopter. The system is simple, often crude in application and with its drawbacks. The vast majority are simply metal frames overlaid with heavy timbers and simple unpowered wheels that can be dragged around the flight line by an ancient military surplus tractor but others are more sophisticated self propelled creations that carry significant factory prices. For a time a decade or so back these devices appeared to be making some headway in the UK and they tended to be part of the typical lease deal for helicopters acquired from Police Aviation Services. Then along came the cheaper, simpler and more effective TLC Helilift and the tables were turned. Most UK utility helicopter deals now include a TLC Helilift as added value and their use has spread worldwide.

The UK based European distributor for the Coeur d' Alene, Idaho based HeliWagon, brought along a machine for demonstration.

The Heliwagon an up market variation on the mobile helipad and similar in price to the TLC. The device was being demonstrated in the UK for the first time. This innovative landing and ground transport platform is drawn from the quality end of the market and seeks to save operators and pilots both time and labour costs in handling helicopters while they are on the ground. The Heliwagon is a fully-contained electronic, rechargeable, motorised heli-ground transport system with remote control and 'tethered control' capability; it has been engineered to provide a highly stable and safe landing platform for light to mid-sized skid helicopters.



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Fixed Wing Interloper

Diamond Airborne Sensing was exhibiting an aircraft platform in the Static Display Area and had a booth showcasing various remote sensing systems. It is not the first time that fixed wing aircraft have been able to make their mark at Helitech, in the past there have been passing fixed wing aircraft part of the IWM displays and then the Piaggio Avanti being demonstrated by Sloane Helicopters followed by a BN



Defender demonstrating a Selex surveillance suite, but this was a first instance where this was a blatant fixed wing aviation display.

There were slight changes in the configuration of the DA-42 at Duxford in that rather than carry a nose mounted L3 Wescam MX-15 turret the aircraft was carrying a Thales radar system on the nose and a smaller L3 Wescam MX-10 centrally under the cockpit.

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Searchlights

The show enjoyed the presence of Spectrolab, Trakka Corp Pty Lys and Revue Thommen AG exhibiting three distinctly different searchlight options.

Thommen announced they are in the final stages of development and production of the HSL-1600 Helicopter Searchlight. First production deliveries have slipped from this summer and are now scheduled for 1st Quarter 2012.

Six months ago this publication was recounting the manufacturer's latest projections with deliveries due to start in the summer. Production for an undisclosed Asian customer of 30 units and a 31st unit scheduled to go to Australia was in place it was expected that the 32nd unit was to be available in July.

Due to new customer requirements Thommen had to redesign the Searchlight so that the certification has now been delayed. After the Heli-Expo there has been a new order from an Oklahoma police operator flying the Bell 206.

The Thommen HSL-800 is still in development at this time with anticipated availability in the 3rd Quarter of 2012. The core design of the HSL-800 is very similar to the current HSL-

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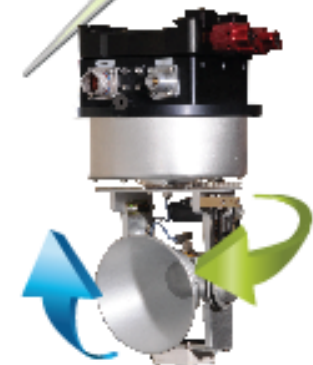


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1600 and users of both models of searchlights will find similar performance characteristics between them.

The Thommen searchlight has undergone extensive testing under the scrutiny of major European helicopter OEM's and several large fleet operators in law enforcement and the result is a clear choice for operators between the certified searchlight represented by the Trakka and the Thommen and the traditional uncertified searchlights.

The certified and in-market Trakka is making its mark across the world and more and more images are appearing to disclose that the lamp is increasingly becoming the searchlight of choice among those organisations that would prefer not to have their use of it widely known.

Turbomeca

At Helitech 2011, Turbomeca (Safran group) and its British site, Turbomeca UK, promoted an increasing influence in the UK market. The company displayed mock-ups of the Arrius and Arriel gas turbines, as well as a 3D presentation of the latest generation Ardiden 3.

The UK is a major market for Turbomeca with sales to the Ministry of Defence, its largest single customer, and to civil operators who fly a variety of missions covering offshore, EMS and Police support: despite a drift away from the brand by the police market one customer alone continues to fly ten Arrius 2B2 powered-EC135s. This year, the Arrius 2B2 worldwide market share on EC135s is 60%, as this Turbomeca engine has been selected notably for critical missions in hostile environment.

Turbomeca UK operates from a modern 7,000m² facility in Fareham, Hants. It supports Arriel and Arrius engines and provides a dedicated and fast-reacting service to UK and Irish customers. It is currently finalising service agreements to secure a significant expansion in its MRO capabilities.

AKV Inc. announced that Turbomeca has validated the AKV Arriel 1 Engine Cycle Counter as an acceptable cycle counting aid system for their Arriel 1B, 1D, 1D1 engines installed in the Eurocopter AS350 and 1E1/-2 engines installed in the Eurocopter BK117C1 and C2 (EC145). The newly developed and validated "Linear Method" procedure now utilised by the AKV Cycle Counter is based on the published "Recommended" procedure but provides for a more precise and less conservative method of computing and accruing both Gas Producer (Ng) and Power Turbine (Np) cycles.

Turbomeca is to reference and officialise the AKV Arriel 1 Cycle Counter as a cycling aid system in the Turbomeca documentation, through the distribution of the General Service Letter 2283/04.

AKV Engine Cycle Counters are not only the most affordable engine cycle counters in the industry they are also valuable in that they allow the operator to accrue lower operating cycles of up to 45% over the more conservative manual "Lump" pilot method.



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Sensors

A number of sensor manufacturers and service providers were to be found at the show. South African based Carl Zeiss Optronics had a large prominent display area near the entrance to the marquee on which they were exhibiting a working LEO camera system.

The company work with FLIR Systems Ltd and independently and as a result their technology flies on many types unannounced, the most obvious is the QWIP technology. Although their technology has flown on the type for many years as part of other branding Zeiss were announcing the Certification of the LEO-III-HD on the Eurocopter EC135 at the show.

The new LEO-III-HD, developed by Carl Zeiss in South Africa, represents a step-change in airborne law enforcement, homeland security and Search & Rescue observation capability. It offers a range of sensor options, all designed and manufactured by Carl Zeiss Optronics, along with additional features exclusive to ZEISS optics.

The LEO-III-HD has just been integrated and certified into the EC135 high-definition mission suite configuration and can in future be ordered as a "standard" optional role equipment on the EC135. It builds on the solid reputation of the trusted and proven LEO-II range of airborne observation systems which are being used by airborne law enforcement agencies around the world.

Already, on taking delivery of the first unit of their locally-upgraded Airborne Observation System, the Argentina Federal Police has installed the LEO-III-HD on their new Eurocopter EC135. [see the item in the October edition of *Police Aviation News*]

At the core of the system is a daylight TV zoom camera that can provide images with exceptional performance and clarity as well as an Attica thermal imager. This is combined with superior stabilisation and advanced features like image fusion between combinations of sensor imagery. The unique 4 X focal plane array of the TV zoom and spotter camera, give operational units unparalleled observation capabilities.

Optional laser sensors including a laser pointer and illuminator further enhance operational capability.

Of particular interest to airborne law enforcement and homeland security units, is the ability to read vehicle registration plates at night at an altitude of 1500 feet, by utilising the laser illuminator and the Near Infrared (NIR) channel of the TV zoom or spotter camera.



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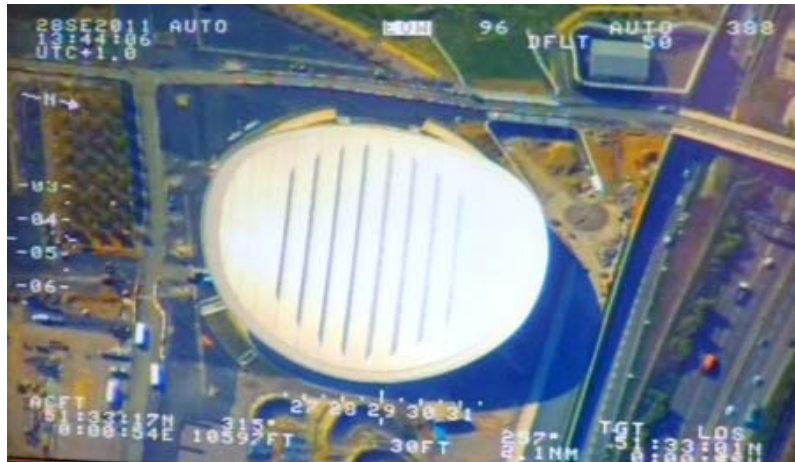
L3 Wescam was also demonstrating live cameras on site and had one MX-10 camera on the fixed wing DA-42 Guardian in the static park. In the recent trials in Nottinghamshire the aircraft carried a single nose mounted sensor but for Duxford the smaller camera gave way to a Thales radar and was moved rearwards under the cabin [see below].

Throughout the show the company was showing a mix of recorded and live transmissions from the high-end MX-20 sensor beamed into the event from over the London Olympic site from an air vehicle flying at around 10,000 feet. This ably demonstrated both the clarity of the technology and the range of the downlink system. Fortunately cloud cover was sparse most of the time – in keeping with the terrific weather – this factor giving the discerning viewer clear footage of parts of the Olympic site and of the disconcerting sight of aircraft on their final approach crossing London City Airport.

HeliMedia, specialists in intelligence, surveillance and communications (ISC) solutions has signed an agency agreement with SCOTTY to supply its Beyond Line of Sight (BLOS) video links in the UK and Ireland. This is an important addition to the HeliMedia portfolio of superior, high performance communications and surveillance suppliers. HeliMedia will work with SCOTTY to offer customers a solution for video links that are beyond line of sight. For example, these may be used in disaster or emergency situations, coastguard support, or oil tanker and oil rig communications. These links are directed over satellites which are a more cost-effective solution, than paying for a specific licence.

Jeremy Pengelly SCOTTY UK Sales Manager commented:

‘SCOTTY is delighted in providing our innovative and leading edge technology to the HeliMedia range of products and solutions. HeliMedia offers a range of ISR equipment to Government Agencies and with the addition of SCOTTY satcom technology can offer a comprehensive real-time BLOS solution to any type of aircraft.’



Top: The Velodrome for the 2012 Olympics in Stratford, East London.

Bottom: Air traffic approaching London City Airport, Docklands.

The range and height information is in these images taken on two different days over London and beamed into the Duxford Show. [PAR images from L3Wescam transmissions]



PAR



Milipol Paris Security Show
 October 18-21, 2011

Donaldson Aerospace & Defense has received a Supplemental Type Certificate (STC) approval from the European Aviation Safety Agency (EASA) for an Inlet Barrier Filter (IBF) system for the AgustaWestland A119/AW119 Ke helicopters.

Donaldson Inlet Barrier Filter systems are already in use by operators worldwide in corporate, rescue, fire fighting and utility missions. IBFs prevent particulates and contaminants from damaging the turbine, including very small diameter sand/ramp grit and salt spray. Strong engine performance is maintained with IBF installation.

The A119/AW119 Ke IBF system features flat filter assemblies with an integral bypass design creating a sealed intake plenum. The emergency bypass capability is an important IBF feature and is not included in traditional sand filters and particle separators. A simple compact cockpit switch allows for indication/activation of the bypass system, and an integral Filter Maintenance Aid also allows for on-condition inspections, pre- and post-flight, to assist in mission planning and visual inspection of filter condition.

It may be due to disappear in a matter of months but the National Police Improvement Agency [NPIA] has continued to undertake its day-to-day tasking. At the show insurance brokers Hayward Aviation Ltd., announced that they had won a competitive tender put out by the NPIA to appoint a sole source for police aviation insurance brokerage.

The tender was put out under EU protocols and will result in Hayward undertaking the aviation insurance brokerage framework agreement from April 1, 2012 – the date that NPAS commences.

All existing current insurance arrangements remain in force until they expire, at which point Hayward Aviation will take responsibility for arranging future cover.

As a well regarded and long standing company Hayward already undertakes much of the existing UK police aviation insurance business but this will go some way towards formalising the situation in the lead up to the creation of NPAS. All of the ASU's have been approached directly with a formal plan of actions that will lead to the introduction of the Framework Agreement over the coming months.



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Imperial War Museum DUXFORD
where the old vies for attention
alongside the new.

All PAR images.



Curtiss-Wright Controls Embedded Computing (CWCEC) has announced the availability of its new enhanced family of Skyquest™ rugged displays for use on airborne platforms.


The new family of Dual LED Backlit Skyquest Displays, available in configurations from 10.4" to 20", provides a unique way of delivering Night Vision Goggle (NVG) filtering, and features LED illumination with wider colour range, less heat dissipation and less light performance degradation than experienced with older cold cathode tube displays. Traditional NVG filtering is achieved by fitting a filter to the full display area, which dims the image and adds an undesirable green tint that is visible in both day and night operations. With CWCEC's Dual LED Backlit Skyquest Displays, this filter is removed from the front of the screen. Instead, the filtering occurs in the backlight located behind the LCD. A simple toggle switch enables the selection of either white daylight LEDs or green NVG-filtered LEDs integrated in the backlight within the display, providing complete control over the type of light emitted from the screen.



“SIMPLY UNBELIEVABLE”



WESCAM's MX-10 continues to take the industry by storm! Who would have thought that footage captured from a demo would have created the buzz it has. As the saying goes... You have to see it to believe it!

Check it out on  www.youtube.com/watch?v=s703HcD6_Zc

WESCAM's MX-10 is a small ball that is visually as powerful as its predecessors – the MX-20 and MX-15. With 6 sensor options, and weighing in at under 37 pounds, this turret would be your best investment to date. For more information visit wescam.com or call 1-888 668 4355

The result is a very high brightness, full colour image readable in direct sunlight during day-time operations, and a fully filtered display ideal for NVG operations.

CWCEC has introduced the newest addition to its industry leading Skyquest™ family of rugged video management system (VMS) products, the Skyquest VDSU-1420 Video Distribution System Unit (VDSU). The Skyquest VDSU-1420 is a comprehensive high definition (HD) video conversion and distribution unit designed to work in conjunction with the standard definition Skyquest VDSU-1407 to provide a complete VMS capable of handling the latest video formats used on today's air and ground surveillance platforms. The high performance VDSU-1420 supports up to ten (10) HD video inputs to be sent out over any of its eight (8) HD outputs. Skyquest VDSUs speed and simplify the routing of multiple video signals on airborne military, paramilitary and search & rescue surveillance platforms.

The VDSU 1420 is designed for applications with multiple HD and/or SD-SDI video inputs such as from a multi-sensor gyro-stabilized camera system, and additional signals from moving maps, mission computers, video recorders and up/down links. To give users the optimal situational awareness capabilities, the output from up to four sensors can be displayed simultaneously using the HD Quad option.

Comfortable but durable flying helmets for helicopter pilots are an essential piece of kit. **Helmet Integrated Systems** provides helmets for all types of roles including police air support and emergency services crew. The company's Alpha Aircrew Helmets which are extensively used around the world will be on display.



Helitech were very actively pushing their 2013 event at Duxford – which you can put in your diary now for 24-26 September 2013.



Helitech image



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TRANSPORT SECURITY Expo & Conference

Olympia, London [13-14 September]

Held at Olympia this two-day event focuses hard on securing the airport infrastructure and this year had virtually no airborne emergency services associated displays. The effects of holding an event at a time of recession almost head to head with the giant bi-annual DSEi appears to have had an effect on the breadth of this year's show but it was clear that some attendees at the event in Olympia were booked in at both venues with complementary staff so it was not entirely a choice of 'either/or'. Equally the visitors whilst not jostling for position were significant by their numbers present in the halls.

The dual venue attendees included Human Recognition Systems [HRS] and SELEX [part of the Finmeccanica Group].

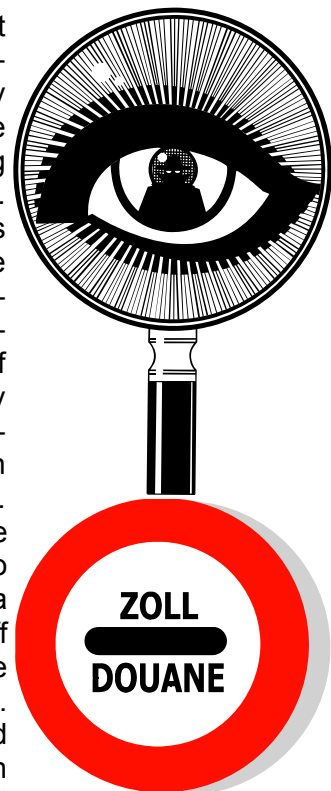
Even where the core subject matter [airborne emergency services] is lacking most events – even a flower show - can offer something new and exciting and it must said that HRS take the accolade in this instance.

When the company approached me prior to attending about its MFlow Products I had my doubts but after a briefing on them I have changed my mind. This harks back to that 1983 James Bond film *Never say never again* and brings the dreams that the script offered into the future of security and access control in aviation [and most of us travel by air for either work or leisure] so before long the technology will encroach on our lives; on the face of it though it is 'simple' access control.

The cameras used in the systems recently sold to Gatwick Airport London read the iris of the traveller at airport entry – either the e-control point or bag drop check-in and can either be used to simply ascertain wandering habits of the traveller or more pertinent ensure that they are where they are supposed to be – the right flight going the right way and matching the person who booked in for the flight. One aspect of the final checks currently being made on travellers is simply that – making sure that the person who booked in a couple of hours earlier is the one getting on the aircraft, it is labour intensive and requires a great deal of judgement to operate the final filtering process. As the subject books in they have the iris pattern of both eyes read [even through spectacles] in a process that is likely to be far less intrusive than the current US border controls in operation. Simply standing before the reception portal will be enough for most although some will have to be cajoled into such a stance. The read is not unlike that of ANPR and almost as casual. The standard security cameras keep tabs from that point on, there is no need for every camera to identify the subject and even the data storage load is not that high. Once you have flown out you drop off the airport system - although it could be extended into replacing the current less specific passport chip facial recognition information. The system is more fool proof than fingerprints, missing limbs and poor fingerprint patterns over ten [or less digits] bring their own problems. Clearly some disabilities and the shy will require special measures but that would be the case with any system and in a terror threat world even the French will be happy - even burka's have eye slots!

Human Recognition Systems (HRS), were exhibiting their recently launched multi-modal biometric technology platform, 'MForce' at DSEi ExCeL. www.hrsid.com

Any doubts there may have been lingering in my mind about the real worth of this niche transport security event were dispelled by a Russian couple from Moscow I met later at DSEi. They waxed lyrical about what they had seen and learned at Olympia even after soaking up the far more expansive contents at Excel, Docklands.



Defence & Security Equipment International (DSEi) Exhibition and Conference

Excel, Docklands, London 13-16 September 2011

Starting one day later and lasting one day longer the giant military event that is DSEi retained its pre-eminent position as the show that the peaceniks love to hate. Inevitably it opened to demonstrations against all the gathering represented in terms of promoting arms sales and war.

The primary effect of these demonstrations in an atmosphere of widespread police cutbacks was very positive – many of the large numbers of police drafted in to stand between the warmongers and the peaceniks were facing an assured and welcome injection of overtime!

To sum up what DSEi is in just a few words is difficult, the breadth of displays inevitably precludes that. Obvious in the halls each year are a large number of ‘war machines’ these gigantic vehicles often sand coloured and blessed with six or eight wheels and a ridiculous price tag. Most are designed to transport 10 or 12 well equipped soldiers in relative safety against IED’s but none guarantees that safety. What is guaranteed is that these giant machines were on offer at prices that most modern armies could not afford. This was at a time when returning home we were able to see poorly equipped militia in hundreds of second hand and battered Toyota Pickup’s defeating a standing army equipped with much more sophisticated vehicles in Libya; they had air power on tap as well of course.

So DSEi was effectively a show intent on directing expensive war, no sign of a battered old Toyota war machine here. In fact there was little evidence of anything as diminutive as a pickup truck of any brand.

Excel is a large venue and DSEi soaks up most of it and the surrounding wharves. Inside the hall the largest objects were armoured vehicles of various types and a fair selection of unmanned aircraft. Outside in the waters of the former docks lay at anchor a selection of relatively small patrol ships from European countries including Germany and Norway. Overall this is not a venue attracting much interest from the airborne emergency services but some familiar names are encountered in the shadow of the greats, including Britten-Norman, ECS, Diamond, FLIR, Wescam and Zeiss. Even the familiar may prove disappointing the typical DSEi product is not necessarily of interest to the civil emergency services, although the para-military had their interests covered. The broad areas of interest relate mainly to radios and Command & Control, even the numerous UAV’s on offer are way beyond civil operators in complexity and support costs.

AgustaWestland attended the 2011 Defence & Security Equipment International (DSEi) Exhibition and Conference and exhibited its extensive range of public service and military rotorcraft but it was a presence largely overshadowed by military hardware. While the division featured its advanced training capabilities with the display of an AW139 Virtual Interactive Procedures Trainer (VIPT) at the core of its aviation display was the AW159 Lynx Wildcat multi-role military helicopter now in production for the Royal Navy and British Army. And that was not in the hall. www.agustawestland.com

The massive EADS stand represented a number of ‘household’ names in the group but some – including Eurocopter – featured only in a low key manner and primarily in images and models. The helicopter manufacturer was keeping its main act for Helitech later in the

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Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAVCon logo. In addition from time to times images specifically altered by Insight Design and others but originally produced for McAlpine Helicopters [now Eurocopter UK], Oxford, will appear with permission of the original owner. In some cases it may not be possible to indicate the source of this material directly associated with the images used.

month and most of the products on show were 'heavy metal' military projects in keeping with most of the exhibits at DSEi.

Overall the show is a major opportunity to meet people and learn and even perhaps to second guess whether a new military technology might eventually be of interest [and affordable] for the airborne emergency services..

Regular readers may recall that in the past downlinks in the UK were pretty much sewn up by Enterprise Control Systems [ECS]. They had taken the trouble to spend time and money to certify their products and held a fairly unassailable position in the British military and civil police markets. Other companies, even the seemingly well heeled ones like BMS and Vizlink, were unable to make headway.

One exception was Gigawave a small Essex based company that secured a contract with the Metropolitan Police on their EC145s. They were seen as an important company in the television production market but too small to make any more headway against ECS. Unfortunately they were weak and were taken over by an equally challenged Vizlink in June 2011. Vizlink/Gigawave is now close to the giant EADS and the suggestion is that this closeness may well finally tip the balance in their favour. As ever this is a tiny battle well worth watching.

Griffon Hoverwork were displaying two of their current hovercraft, the large 2400TD was waterborne and the smaller 380TD on the stand; the larger machine is currently in service with the Royal Marines. Hovercraft are popular with a number of coastal patrol operators including the Indian Coast Guard.

This year's Defence & Security Equipment International (DSEi) exhibition, which played host to the world's largest display of land, sea and air applications of defence and security products and technologies, has confirmed its attendance figure this year as 29,112, an increase of 16 percent on the previous edition in 2009. The exhibition featured 1,391 exhibiting companies representing 46 countries and included 30 national pavilions making this the largest DSEi ever.



DSEi 2011 attracted official overseas delegations from 55 nations – a 12% increase on the number of countries who sent delegations in 2009. Official delegations attended from countries including Australia, Brazil, Estonia, Republic of Korea, Romania and Turkey. In addition, there were record numbers of DSEi VIP guests from the UK and around the world – an increase of 30 percent overall in terms of senior military and government visitors.

DSEi 2013 will take place from 10 to 13 September, 2013 at ExCeL

BGAD

The British General Aviation Day is a small event taking place at Cambridge Airport. Previously a bi-annual event it has now slipped comfortably into an annual schedule despite the ongoing recession. The downturn in the fortunes of GA certainly had an effect on the turn out of exhibitors and their display aircraft but it was nonetheless a busy day and a chance to Network.

On this occasion the imminent Olympics led to a lot of interest in the first item of the free seminar programme.

The Seminar Programme commenced with a crowd drawing discussion on The Practicalities of the Olympics. Aimed at the business aviation industry it nonetheless touched on all of the likely aviators during the time of next year's London Olympics. The many issues facing operators, charter providers, FBOs and some 30 airports that have been identified to handle business and general aviation flights for the games next summer.

The audience for this subject alone was in excess of 75. The information imparted can only have depressed the expectations of many only a couple of years ago that the London Olympics 2012 was going to be an event where the GA industry in the UK might make some useful business deals..

The static park line-up was smaller this year.

The East Anglia Air Ambulance BO105 was usually in the static but it seems that the lowly BO105 was not necessarily good enough this time!

Trevor Jones [Gama Aviation], David McDonald [Air Partner plc.], Archie Garden [Cambridge Airport], Charles Alcock [The Moderator – AIN], Jonathan Nicholson [CAA], Cedric Migeon [Execujet], David Hill [ACL Ltd]

