

# Police Aviation News

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SPECIAL SHOW ISSUE

November 2022

An aerial view from the cockpit of a helicopter, looking out over a mountain valley. The landscape is a mix of green and brown, with a prominent blue lake in the lower left. A small village is visible in the distance, nestled in a valley. The helicopter's rotor blades are blurred in the foreground, and the cockpit's frame is visible on the left and bottom. The text 'EUROPEAN ROTORS' is overlaid in large white letters, with 'Cologne 2022' in a smaller, italicized font below it.

## EUROPEAN ROTORS

*Cologne 2022*





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# EUROPEAN ROTORS

So has ended the second, three-day, European Rotors event in Cologne, Germany. Building upon the last event in 2021 after the 2020 event was cancelled, the helicopter show was held over 8, 9 and 10<sup>th</sup> November and ably demonstrated that it has grown and looks to have a solid future. The next event is slated for Madrid late in November 2023, but it is expected to return to Cologne in 2024 and even years thereafter.

Not all see this type of gathering as being valuable, but I have always been of the opinion that there is a tendency to come away with pertinent and unexpected information. In that respect Cologne was rich. If you rely upon the humble writings of the jobbing journalist who attended, you will always miss out. The amount of off the record, or barely remembered, information spinning around my head after just two days immersed in European Rotors would fill a dozen reports like this. Continue to read PAN of course and it will surely drip, drip into the monthly intelligence.

In among the crowd were some familiar faces walking the floor rather than exhibiting. Contingents of police from Germany might be expected, but there were others less clearly identifiable from the Netherlands, Denmark and Sweden. The buzz on the floor was whether the ongoing UK police (NPAS) tender would amount to anything. There was plenty of information circulating but none of it was finite and, except perhaps for the London contract no-one had overly high hopes. Some 6-8 companies are chasing the tender but no official list of who they are and what they are offering is available. Clearly more than one type of helicopter is on offer to the police. There is no sign that anyone directly involved in NPAS made the journey to Cologne.

Some material is barely worth a mention, but somewhere along the way the snippet of information will make a connection with another item and make sense. With the standard modern journalist flitting between writing assignments in local news, flower arranging and aviation that connection would likely be lost.

Where else would you learn the importance of opinions like Airbus will probably never replace the AS350 single [Ecureuil/Squirrel/AStar/H125] with a new design? It was only an opinion of course but it made sense. For a long time, I have asked Airbus what their plans were for fundamental redesign of the type and been fobbed off. In an industry where no-one bats an eyelid when they talk of 100-year-old Boeing B-52 bombers being on the front line, that 'throw away' opinion from an excellent source that the 45-year-old Aerospatiale design will outlive the lot of us makes sense. The utility of the type places it in the position of being an icon, an accolade that the twin-engine AS355/TwinStar series never really approached despite its similarity. The perfect utility helicopter? It has had its critics over the years of course, but perhaps we should take the view that the manufacturers have taken on board the historical critique about its shoddy finish and safety issues relating to seats and fuel system and see it in the same category as the humble DC-3/C-47. A classic in our time.



File image



COVER IMAGE: SPAES is the official STC holder for the Maximum Pilot View Kit (MPVK) of Swiss Rotor Services SPAES and Swiss Rotor Services joined forces to promote the use of the MPVK for the H125 / AS 350 helicopters. The MPVK provides the pilot with an uninhibited field of view below and to the RH side of the aircraft. See page 11

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Another passing comment that is unlikely to make the grade in most publications is news that the recent new management at MD Mesa may just be turning the future of the elderly MD500 series around in the law enforcement field. After so many years of a lack of customer confidence in the ability of the management to turn the company around it appears there is a renewed swell of interest in the type as a serious police patrol craft. This is not the time for premature rejoicing of course – the recent production of this model of a Vietnam era classic lies abandoned and in a smashed heap in Afghanistan. Those airframes will not be producing the all-important spares income for the manufacturers – but it looks as if some believe that the new management can, unlike their predecessors, hack it and turn the situation around. At least in the USA the MD OH-6/500 is a classic in the police role.



File image

But shows like European Rotors are not primarily about gleaning the background intelligence of the rotary aviation market, they are about an opportunity for the manufacturers and their supporting parts industry making a big noise about sales and future trends, no matter how uncertain. It was only 12 years ago that one major manufacturer was telling us that their future utility helicopter was effectively the Vietnam era single-engine UH-1 Huey going under the barely transparent 210 designation. Someone thought the type would fare well in a modern market. After building only three they realised there was a mistake, severely shuffled the management and changed their mind, going on to produce some world leading types and co-operating on others. Meanwhile the twin-engine Huey clones keep being churned out. They are simply popular and good value regardless of the vintage of the design.

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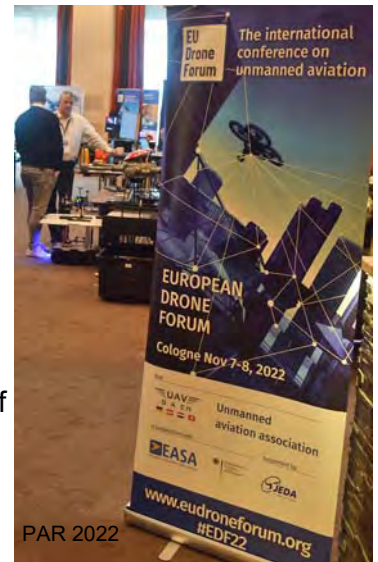


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**UNMANNED**

Compared with last year the number and variety of unmanned craft on the floor was somewhat muted. Last year there were some large drones with unbelievable specifications, this year the variety erred on the side of believable.

Although not linked to the European Rotors event there was a two-day conference and small exhibition across the road at the Dorint Hotel. Marketed as the EU Drone Forum, it ran over the Monday and Tuesday of that week as was winding down as the helicopter show opened. That event attracted a handful of exhibitors and was in no way a challenge the event in the conference halls nearby. It appeared that neither event knew about the existence of the other but that may just be a generalisation.



PAR 2022

**BELL HELICOPTER**

The ample but somewhat crowded Bell stand was one of the first encountered as visitors entered the show hall. It may have been crowded but that is perhaps the result of its magnetism to visitors. It seems people arrived and stayed to take in the Bell product – surely the whole purpose of the design. The two helicopters on display were a Bell 505 Jet Ranger X registered in San Marino (T7-BELL), in corporate configuration and an Austrian SHS Bell 429 in HEMS configuration. Elsewhere in the hall a firefighting configured Austrian Bell 412 OE-XWT was in the static area.

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The Bell 412 continues to attract sales in the US and abroad. One recent buyer is the Virginia State Police. From Virginia's coastal plains to its populous metropolitan areas and the Blue Ridge Mountains, the Virginia State Police provide services to more than 8.5 million people. Recently, the Virginia State Police acquired a Bell 412 EPI to support their emergency medical operations.

When their everyday mission brings diverse challenges, the Virginia State Police relies on their six Bell aircraft to successfully complete lifesaving missions. Most recently, the Virginia State Police purchased a 412Epi to further support emergency medical missions, expanding their HEMS and SAR operations.

Since the mid-1980s, the Virginia State Police Aviation Division operates out of one law enforcement base in Lynchburg, and two MedFlight base locations in Richmond, and Abingdon. Both MedFlight bases serve more than 40 hospitals and partner with large-scale emergency service agencies.

Global Helicopter Service are getting Entrol to manufacture their new Bell 412 FTD Level 3 simulator. Entrol will manufacture the device in 2023, and it will be delivered to their headquarters in Germany in early 2024. This Bell 412 FTD Level 3 simulator will be equipped with the latest technology Entrol has to offer, and it will increase the training capabilities GHS offers to their trainees.

This simulator will be the sixth Entrol device in Germany, making it the third country with the most Entrol devices after Spain and Italy.

It is the Bell 429 that is the true wholly modern airframe in the production line up.

Bell Textron Inc. announced a signed purchase agreement for a third Bell 429 to Air Zermatt. This marks the third Bell HEMS-configured aircraft to operate in the Swiss transportation and rescue company's active fleet and familiar to PAN readers as the fleet has been a regular feature of the PAVCon series of events.





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“Air Zermatt operates in one of the most demanding environments in the world to perform search and rescue missions,” said Patrick Moulay, senior vice president, International Commercial Business, Bell. “Their acquisition of a third Bell 429 for their HEMS missions is a true testament to their trust in Bell and its aircraft.”

Air Zermatt has continually evolved through its more than 50-year history, growing its rescue operations from one aircraft to a fleet of eleven helicopters. Transport and tourist flights and rescue operations from the simple to the extreme can be carried out with this fleet.

Air Zermatt utilizes the Customer Advantage Plan Premier program for simple and straightforward maintenance cost plans. The plan provides customers with budget certainty, access to Bell’s pool of parts and competitive rates when using a Bell authorized service centre, which are available worldwide.

The Bell 429 is the most successful Bell model in Europe in the corporate, HEMS and law enforcement segments with more than 400 aircraft operating worldwide. With the optimal design for passenger mobility and healthcare emergency services, the Bell 429 has the most cabin space in the light twin helicopter market, with flat flooring and seven passenger seating. Combined with smooth flight characteristics and high reliability, the cabin can also comfortably fit two litter carriers, another significant benefit for HEMS operations.

Bell recently delivered another 429 into the Kingdom of Kuwait. The delivery was to the Kuwait International Aircraft Leasing (KIAL), and it will be used by the Ministry of Health (MOH) for Helicopter Emergency Medical Services (HEMS). This marks the third 429 HEMS delivery in the country.

The 429 has been offered to NPAS by more than one bidder as a JAR/FAR 27 airframe but meanwhile the manufacturer has been working on certifying it to JAR/FAR 29 to broaden its ultimate appeal. As readers may be aware the 429 is more capable than the 27 regulations allow and as a result in some regions (including EASA) being unable to make full use of its 7,500-pound weight limit for a decade now. The costly certification upgrade is not imminent, but progressing, therefore the proposals to NPAS are at the existing certification standard.



At the show Bell also announced the delivery of the first Bell 407GX for an Israeli customer. The aircraft was purchased by cousins Yossi and Yoav Avrahami. The aircraft acceptance took place at the Bell facility in Mirabel and is currently en route to Israel. This delivery marks the 31st country to become the home of a Bell 407GX. It will be used for personal and business use.

There are more than 1,500 Bell 407s operating around the world in six continents, surpassing six million total fleet flight hours. The aircraft is outfitted with the new Rolls-Royce M250-C47E/4 turbine engine equipped with two dual-channel FADEC turbine, delivering exceptional hot and high performance, fuel efficiency and the ability to cruise at 133 kts/246 km/h. Garmin’s G1000H NXi Integrated Flight Deck, complete with high-resolution displays and faster processors, offers increased brightness and clarity, faster start-up and map rendering, as well as connectivity to tablets and smartphones.

Also, at the show purchase orders were signed for four Bell 505s and one Bell 505 delivery in the Baltic region. The Bell 505 continues to see success across Europe. Three of the aircraft were purchased by



Bell's new independent representative (IR) for the Baltic states, Airbourne, and are destined for private customers and pilot training use. A fourth Bell 505 will be purchased directly by a private customer. Bell also announced the delivery of a Bell 505 to a private customer. These sales successes build upon earlier announcements made this year.

**LEONARDO**

A good exhibition area reflects the style of the manufacturer and the contrast in styles between the Bell and Leonardo booth areas is stark. The cluttered Bell area attracted a range of visitors but by contrast that of the Italian manufacturer was by virtue of being slightly larger and having less seating apparently vast and empty. Only a single AW169 helicopter was present. There was a holy of holies where only the invited were allowed, it was open and visually inviting but inaccessible. The overall effect was less welcoming and a sense of "them and us" prevailed. Nothing new there!

Fortunately, the purpose of the arrangement was to market and sell helicopters. We might argue forever whether the contrasting Bell or Leonardo ploy is the more successful.

Leonardo brought EI-HIJ an example of the AW169 to the show and at the same time was promoting the newer skid-equipped version. The exhibit airframe was put to good crowd pulling purpose in holding demonstrations of crew loading, unloading and winching.

The AW169 light intermediate twin engine helicopter's operational capabilities and configuration options grow further with the recent EASA (European Aviation Safety Agency) certification of the skid undercarriage and unique IFR, sin-



Leonardo 2022

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gle pilot, Advanced Search and Rescue (SAR) Modes. These latest achievements follow additional enhancements, such as the introduction of the Phase 8 core avionics software release combined with HTAWS (Helicopter terrain Awareness Warning System) Offshore Modes.

The introduction of skids adds to the existing retractable and fixed landing gear options, providing the market with all three undercarriage solutions. This makes the AW169 the only modern CS29-certified aircraft able to offer all options. This certification will enable the start of aircraft deliveries with the skid configuration, the initial handover is planned for Italy's law enforcement operators.

The Advanced SAR Modes introduce dedicated FMS (Flight Management System) search patterns enabling the aircraft to automatically fly along a predefined search path, which reduces pilot's workload on the search phase of a SAR mission. The AW169 is the only helicopter in its weight category that features Advanced SAR Modes. The high level of automation, which is delivered allows for single pilot capable SAR modes certification, making the AW169 the world's first civil-certified helicopter with this capability. Further ongoing developments to expand the range of options and kits, also include a 700-880kg capable modular fuel tank installation or a 3-seat installation in the third seat row increasing the number of passengers in the cabin to 11 providing operators with an even greater degree of freedom to maximise mission versatility in terms of payload and range. These latest enhancements add to the performance increase packages, which were certified in late 2021 and deliver greater performance in all conditions for all applications making the AW169 the helicopter with the best power-to-weight ratio in its class.

The introduction of the AW169 has further strengthened the competitiveness and market position of Leonardo in the world helicopter market. It has expanded Leonardo's presence in the emergency medical service market and added more operators for law enforcement, disaster relief, and fire-fighting duties. It further reinforces the company's leadership in the multi-engine VIP market providing operators with one more option fitting between the AW109 and the AW139 models. The design has met many needs in government, homeland security and defence across the world.

The AW119Kx continues to sell as a well-established platform, particularly for medical and rescue services, security services and utility operations, with over 480 sold and in service in 40 countries around the world. In 2020, the US Department of Defense awarded a contract for up to 130 AW119s, designated the TH-73A, to replace the ageing TH-57 Sea Ranger (based on the Bell 206) as the primary training helicopter for the US Navy, Marine Corps and Coast Guard. US law enforcement might see the displaced airframes offered to them over coming years.

HeliService international GmbH (HeliService) has been appointed as a Leonardo Excellent Service Centre, focused on maintaining third party fleets with the largest scope of service capabilities, while guaranteeing Leonardo's customers stringent expectations continue to be met and specific market requirements are considered. The company has raised its profile in the United Kingdom recently after taking over the provision of the air ambulance service in Lincolnshire and Nottinghamshire operating an AW169. The base is



expected to feature in their wider marketing in the future. Although unconfirmed it is thought that they have submitted a bid to the NPAS new fleet programme.

HeliService will be able to deliver the highest level of service for the Leonardo AW109 light twin series, AW169 light intermediate, and AW139 intermediate twin types. These aircraft's importance and presence in Europe have increased over recent years, with further potential in Germany into the future. HeliService has been operating AW139s and AW169s for offshore wind farm support missions in the North Sea over the last few years delivering outstanding operational capability and safety standards with ongoing successful expansion in Asia and USA, where three new AW169s will be operated starting from summer 2023.

This latest step is in line with Leonardo's focus on stronger support services and customer proximity. With over 110 helicopter service and maintenance centres worldwide to date, Leonardo plans to establish at least one 'Excellent' centre in all of its strategic markets. The recent appointment of HeliService raises the number of service centres ranked 'Excellent' to six, including four in Europe, one in USA, and one in Japan, in addition to those managed by Leonardo.

Established in 1987, HeliService delivers rescue service, aviation school, passenger and cargo transports, training for offshore service-personnel, and acts as a maintenance organisation in various parts of Europe with wind farm operations from Taiwan and from USA starting in Summer 2023.



## AIRBUS

Despite the many changes in market share and stark differences in the introduction of brand-new types, Airbus remains the manufacturer to beat. After some pretty poor years the new products are at last coming on stream.

Like Leonardo, Airbus restricted their display to one airframe, the third prototype H160. Although the booth area was of a similar size it was, like Bell, apparently more cluttered with people and more welcoming with both accessible and closed off meeting areas and free coffee on the public side of welcome.

The real action was elsewhere in the hall, others were promoting the Airbus product for their own purposes. Three in-service Airbus air ambulances were provided for inspection by DRF and ADAC.

There is no sign that the main air ambulance operators are moving from the Airbus products just yet, at the show Airbus announced that DRF Luftrrettung has ordered two additional H145 helicopters and signed a contract covering the whole fleet with a tailored HDataPower pack from Airbus Helicopters' Connected Services suite of data services.

The two H145s are in addition to the current fleet of 15 H145s and three H135s already ordered in 2020. All 20 helicopters will be delivered to the customer by the end of 2024; 11 of them have already been delivered, replacing older BK117 and EC145 helicopters.



DRF Luftrettung is one of the largest and most experienced air rescue organisations in Europe. The organisation and its subsidiaries operate more than 50 Airbus helicopters at 37 bases throughout Germany, Austria, Liechtenstein and Switzerland for emergency rescue and intensive care transports including special mission profiles such as hoist operations and day and night operations.

The new version of Airbus’ best-selling H145 light twin-engine helicopter was unveiled at Heli-Expo 2019 in Atlanta. This latest upgrade adds a new, innovative five-bladed rotor to the multi-mission H145, increasing the useful load of the helicopter by 150 kg. The simplicity of the new bearingless main rotor design also eases maintenance operations, further improving the benchmark serviceability and reliability of the H145, while improving ride comfort for both passengers and crew.

In total, there are more than 1,500 H145 family helicopters in service, logging a total of more than six million flight hours.

On the Airbus Booth was the third prototype of the new H160. Sales and deliveries are starting to filter through into the market place.



**MAX VIEW**

SPAES is the official STC holder for the Maximum Pilot View Kit (MPVK) of Swiss Rotor Services SPAES and Swiss Rotor Services joined forces to promote the use of the MPVK for the H125 / AS 350 helicopters. The MPVK provides the pilot with an uninhibited field of view below and to the RH side of the aircraft. Check out the front cover of this edition for a vertical image of the modification.

The kit significantly improves the pilot’s headroom by adding a new single piece bubble door to the aircraft, thereby increasing lateral visibility when leaning to the right, even when wearing a helmet. A large lower viewing aperture and transparent fuselage window fairing significantly increase the vertical field of view forward, aft and directly underneath the aircraft by a factor of ten, compared to existing solutions.

It enhances the safety for pilots and ground crews in demanding operations such as sling loading, firefighting, confined area operations, SAR and EMS, as well as any tasks requiring operations low down and in obstacle impaired space.





## ANODYNE

Canadian avionics manufacturer, Anodyne Electronics Manufacturing Corp. (AEM), has launched a new remote-mount radio for special-role and multi-mission platforms alike. The MTR138-000GNW is a suitable replacement for certain legacy VHF NTX-series radios with the ability to integrate with glass cockpit applications. It features an agile 10W main transceiver and a synthesized guard receiver with up-to-date advancements in analogue radio technology in a lightweight, compact, and economical package.

The MTR138-000GNW boasts a 138-174 MHz FM VHF remote-mount transceiver with 128 channels, including two programmable synthesized guard receiver channels. It provides sub-audible signalling, CTCSS/CDCSS capability, with standard and extended tone encoding and decoding. The transceiver control is handled through an RS-422 interface bus and discrete signals.

## BRINGING MOVIES TO SURVEILLANCE

At the heart of any law enforcement or surveillance aircraft are the sensors, control panels and systems.

In recent years companies have sought to wrest the virtual stranglehold that FLIR Inc. and Wescam have had over the EO/IR camera market with limited success. The big two remain dominant, their market share underwritten by large US military sales. A prime reason to wrest sales from them is to break the grip of ITAR, the International Traffic in Arms Regulations, administered by the Americans for the Americans. Although it is seen as a means of protecting the 'secrets' of superior US technology that stance has waned somewhat in recent years. The technology is not always so advanced these days, but the rules are very much a hinderance to all nations and that includes certain elements of the US administration.

The remedy for other nations has been to design their own cameras – something they have been doing quite successfully for well over forty years – to maintain their understanding of the technology. Often there have been instances where the camera casing has been the only difference, each player making use components sourced from the same common manufacturer and again potentially falling foul of ITAR.



File image of MX15 EO/IR

Among those western companies providing alternative sensors to the ITAR controlled American product have been Denel/Zeiss/Hensoldt, Controp, Marconi, Trakka etc. They have mostly had a common design ethos, a ball with different EO/IR cameras in them.

Some years ago, Churchill Navigation, a US software company based in Boulder, Colorado, joined the company's intent on swerving the complications of ITAR in producing an EO/IR camera. It worked but the company CEO, Tom Churchill, never released it for widespread sale because he thought that it lacked that sense of the radical, he always brought to his work.

The camera was just like any other, a competent platform, but no more. Generally, the advances in camera design were incremental. Rather than looked at as a completely new project each was presented to engineers as a minor alteration to an existing design to meet a specific need.

The existing camera design was set aside only after Tom reached an agreement with a camera company based in New Zealand. They had a radical design that promised to finally alter the way cameras were designed.

Shotover was driven by different dynamics – the demanding needs of the movie industry. Movies increasingly need pin perfect images and sought angles that were not imperative for such as the airborne emergence services. The company grew to meet the ever more precise demands of the directors and camera operators producing the leading movies of the time. In general the camera set-ups were way too large for day to day EO/IR work.

Companies such as FLIR Inc., produced cameras dedicated to the same market – the Ultra Media series was just one example – but they remained constrained by the components and the design ethos. Conventional sensors faced problems including "gimbal-lock" and "horizon-rolling" - when pointing directly down the im-





Something different for the market, an EO/IR sensor that is software led. The M2.

Gone are the large cables and connectors and even the controller is potentially off the shelf and reflecting Gaming controller design. The unit Shotover were using at the show was simply to illustrate the potential—a 'serving suggestion' of customer preference and choice.

The M2 also comes with a training package as standard, it reflects a great deal of the same Gaming experience, rather than being some ungainly \$60K special unit users have to queue for. That allows all staff to make use of their unscheduled down time on their personal i-pad or tablet.

PAR 2022

age spun out of control. It was a minor glitch for the operators until the movie people questioned why they could not have cameras that looked straight down. It appears that the aesthetics and artistic stamina of the industry required an ability to look straight down. Shotover resolved this and other problems by re-designing their cameras to include six-axis stabilisation, they got the movie contracts and the once popular Ultra Media, and its siblings were toast. Most quality movies requiring aerial photography were now selecting a Shotover camera for the task

In January 2012 Shotover was taken over by Helinet led by the iconic Alan Purwin, a hands-on helicopter aerial services provider. Whilst on location with a film making task, in September 2015 Purwin died in air accident in the mountains of Colombia, leaving his widow Kathryn and two children. The company carried on trading.

In April 2020 after talking with the family Tom Churchill reached an agreement with Helinet and Churchill Navigation and Shotover Camera Systems merged as Shotover Systems. The successful elements of both companies were brought together offering their existing movie services as before, but with a new product line aimed at offering the airborne emergency services market a new more capable EO/IR camera system integrated with the Churchill mapping system and producing a camera system solution that was software led.

#





PAR 2022

Two ADAC helicopters were the focus of the static area. PAR 2022



The hall included live demonstrations of hoist use that attracted good crowds.

## SCENES FROM THE HALL



Lots of related equipment surrounded the live demonstration areas.

PAR 2022



PAR 2022

Roughly half of the exhibition area was set out as exhibitor stands/booths.

The remainder was filled with a selection of well spaced aircraft on exhibition and static displays, presentation areas and catering units.

There is room for growth within the same hall when European Rotors returns to Cologne in 2024.





Bell 412

PAR 2022



PAR 2022



In July 2022 Shotover Systems debuted its M2 Multi Sensor at APSCON 2022. It looked different compared with the existing competitors. Aimed at the civil market it discarded such warlike features as laser designators. It is factory integrated with the Churchill Augmented Reality and mapping system, seeking to avoid many of the customary EMC integration problems using technology. The system offers unprecedented movie makers clarity – day and night – with the latest in 4K Ultra-High Definition, large format colour sensors and advanced long life HOT High Operating Temperature High-Definition infra-red technology. High magnification zoom optics outclass and outrange traditional spotter- equipped systems with superior broadcast quality detail while maintaining greater stand-off distances for safety and stealth.

Gone are the large cable connectors and in their place are smaller cables and even the hand controller is an unusual option. The standard unit is not wired in and is marketed as you would any gaming control unit. The Shotover website even has a price list of spare parts for most of its movie industry cameras.

The M2s capability deliberately sits in the space between the FLIR 8500/Talon/MX-10 and the 15-inch MX-15 / FLIR Sapire as does the weight and the cost.

The specification of the M2 will disenfranchise operators of smaller helicopters but there are already plans for Shotover to add smaller and larger six axis cameras to suit the different market sectors.

### HEMS INTERIOR

Air ambulance interiors specialist Bucher presented its latest equipment fit – the AC70 flex for the H145. It is similar to the AC67 flex for the H135 and based on the same principle of making all components as flexible as possible. This flexibility is guaranteed by a “Quick Release” system, which allows a quick conversion from an EMS into a VIP, police, cargo, fire brigade or military configuration.

With this new product Bucher is seeking to break new ground and appeal not only to air rescue operators but also, more importantly, to helicopter operators who want to convert their configuration several times a day to keep the helicopter in operation for as many hours as possible.

To help increase customer awareness and product adoption, Bucher has partnered with long-standing experts from the field of air rescue and helicopter to work hand in hand with customers. With the help of these experts Bucher is able to utilize its customer proximity and short communication channels to improve and expedite product onboarding and in service times. When a customer invests in our flexible equipment, our experts are available for immediate advice on product use and upgrade ability.

The AC67 flex and AC70 flex self-contained and almost completely expandable, but they also contain various components found in the Bucher’s classic rescue equipment. Bucher has worked closely with various helicopter operators in the development of this product line. Bucher’s proven ergonomic and functional design is the result of smart engineering as well as cooperation with many long-term users. Depending on the customer’s mission profile, they can choose between several mission configurations for multiple scenarios.

Bucher has expanded its product offering to also include composite and carbon fibre materials, thus allowing the company to easily and efficiently adapt its products to meet individual customer requirements in various areas such as helicopters, airplanes and trains.



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## AVIONICS UPGRADE

Swiss Helicopter has signed an agreement to upgrade the avionics systems for their H120 helicopters. The new avionics will modernise the aircraft, provide new safety and performance functionalities and equip it with a more digitally connected system. This upgrade is one of the continuous improvement programmes offered in the new HCare Classics package – a suite of flexible services dedicated to out-of-production aircraft.

Swiss Helicopter is the first civil-operations customer of Airbus to take advantage of this improvement offer and the collaborative approach to developing and certifying these avionics upgrade for the H120.

Swiss Helicopter is the leading helicopter company in Switzerland and operates out of 15 bases throughout the country and the Principality of Lichtenstein. With its fleet that includes 18 H125s and seven H120s, Swiss Helicopter is one of the biggest helicopter providers of aerial work services, flight training and sight-seeing flights in Europe. Swiss Helicopter is a subsidiary company of Swiss Helicopter Group

## MINI HEMS

Robinson R44 D-HRAN Ambulanz Millich Rettungsdienst GmbH, Rostock. Operating since 1995 when they undertook 142 sorties and built up over the years to operate between 1,000, and 1,200 annually since the turn of the century.



## CONFERENCE

Feedback on the police aviation conference content this year suggests that it was not up to the standard of last year. That relies as ever on the availability of potential quality speakers and their willingness to put themselves forward. I am aware that there have been difficulties in discussing the issues with police in Germany. Hopefully next year will be better as it is in a new area

## PERFORMANCE

At the close of this years European Rotors the organisers, the European Helicopter Association (EHA) and European Union Aviation Safety Agency (EASA), reported that they had around four thousand exhibitors and attendees at the event. Some 210 exhibitors, 15 helicopters, and numerous displays of advanced air mobility (AAM) and remotely piloted or autonomous aircraft.

During the opening ceremony for EUROPEAN ROTORS, show officials announced that EUROPEAN ROTORS 2023 will be held in Madrid, Spain, next Nov. 28–30.

# ON-LINE NEWS

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