

# Police Aviation News

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PAR



**REMEMBER**  
National Police Memorial Day

**Kenya Police Woes**  
**AMTC Event Halted**  
**ESS - Flood Report**



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# LAW ENFORCEMENT

## AUSTRALIA

**WESTERN AUSTRALIA:** It is not unusual for police services to rig up a helicopter winch training simulator to reduce the need to train using flight time but the new WA Police training installation puts most of them in the shade.

Where most training rigs are rudimentary and cost cutting through the use of redundant airframes the WA Police installation is a dedicated new build at a cost of \$250,000. The indoor winch simulator means the force can increase essential 25/7 training for its officers with the added bonus of not using up flight hours.

Despite the significant first cost this rig should save money and free up the two helicopters for more frontline patrols.

*Ed: Where it is usual to fix such simulators outside and atop a simple tower the WA simulator was manufactured off site and assembled in the Police Air Wing base in Jandakot hangar before being suspended on the wall high off the ground.*

*It recreates the box like fuselage of the helicopter and has a sliding door and winch. In addition, it features a large fan that can simulate such as downdraught. Having the rig inside improves safe and realistic training opportunities during the winter months.*

*Right: Snr Const. Daniel Marsh and Sgt Dean Vivarelli test out the new simulator. Fast roping – a technique used for deploying officers in the event a helicopter cannot land – and supply drop operations are just some of the other drills.*



## BELIZE

**BDF:** The Belize Defence Force's Air Wing is now working up on its two recently acquired Bell UH-1 Huey helicopters [BDF-11 and BDF-12] with a view to eventually reducing and then halting the need for hiring private companies.

The pair were acquired in differing circumstances, the first was a gift from Taiwan and the second was found abandoned in Orange Walk, the fourth largest town in Belize.

Belize has had its own air component since 1996 but these are the first helicopters. Up to five years ago the British operated a pair of similar Bell 212s in support of the country – seen as vital to maintaining contact with remote jungle outposts from which the BDF patrol the border and key installations countrywide as well as operating SAR missions.

Training, which will last for one year and follows U.S. Army guidelines, includes how to ser-

**FRONT COVER:** NPAS and PSNI conducted a formation fly past over the iconic St. Paul's Cathedral, London at exactly 4-30pm on September 25 as part of the service of remembrance for National Police Memorial Day 2016. The formation comprised the PSNI BN-2 G-BSWR with a pair of EC145s G-MPSB and MPSC from Lippitts Hill off either wing and the Boreham based EC135 G-SUFK following in the rear. [NPAS images]

vice and repair. The helicopters have been undertaking some operations including sorties extracting soldiers during Hurricane Earl in early August. [Breaking Belize News]

## CANADA

WINNEPEG: The police service is officially shopping for its new infrared helicopter camera, meanwhile the service is making use of a unit loaned by the Mounties.

The RCMP unit has been installed to get the EC120 C-GAOL Air1 - down since July - back in the air.

A bid process on the city's website closes October 3. Delivery of the new camera is expected within 90 days of the award.

The cost estimate for the new device is pegged at \$560,000, with the city paying the majority of the tab, as the province refused to kick in a larger share when the price increased.

## CYPRUS

POLICE: One of two AgustaWestland AW139 helicopters operated by the police has been grounded after cracks appeared on the main rotor blades.

The matter came to light after the Auditor-general asked for an explanation of why the blades cracked after 1,600 hours of flight when the aircraft's specifications state that they last up to 10,000. Cracks have appeared in blades of both helicopters and not covered by warranty. AW did not bear any responsibility.

The initial answer was to move the blades between aircraft to enable one to resume flying while finance is sourced for buying in replacement blades at a cost of around €286,000. [Mail]

## GERMANY

DORTMUND: In December 2014 it was announced that six Airbus Helicopters EC145T2 rotorcraft had been ordered by Germany's Landespolizei Nordrhein-Westfalen (North Rhine-Westphalia Police Force/NRW), becoming the latest law enforcement customer for this enhanced member of Airbus Helicopters' twin-engine EC145 family. Deliveries of these helicopters are planned in 2016-2017.

On September 7 a ceremony at the police flying squadron of NRW officially handed over into service the of the helicopters – by now known as the H145 - D-HNWR by Ralf Jäger the police minister.

Over the next two years the H145 aircraft will progressively replace an existing fleet that includes two BK117B2 dating from 1990, three BK117C1 from 2004 and two 2002 EC155. The Helicopter Squadron of NRW police flies an average of over 2,000 missions each year with the prime task being that of SAR. [NRW Press] There are a number of launch day videos released to [YouTube](#)



## KENYA

**POLICE AIR WING:** More doom and gloom in the Kenya Police Air wing with the non-fatal crash of their latest helicopter just weeks after wrecking their Bell 206L-4 LongRanger. Four people were injured after the new AgustaWestland AW139 5Y-NPS crashed in Mathare North 4 A, Nairobi. The machine crashed near the Kenya School of Monetary Studies along Thika Superhighway.

The AW139, delivered in May this year, was well equipped with a chin mounted FLIR EO/IR turret and a port side Trakka searchlight.

After a period of training it is said that the Kenyans had sent the factory pilot home, as they considered their own pilots good enough to fly the complex machine but there were reports stating that the pilots were not qualified. One of those aboard was engineer Mandip Oshan seconded to the Kenya Police Service by the Italian manufacturer Agusta-Westland.

Fingers are pointing in all directions citing everything from engine failure to crew inexperience via fuel starvation but at least one engine was running long after the impact and it was some time before any of the swarming rescuers managed to get the running engine shut down.

In a subsequent critique *The Nation* newspaper highlighted what it saw as the parlous situation with the air unit. Was it technical failure or the inexperience of the crew? The former would be far less embarrassing and police HQ had called in investigators from Agusta-Westland to establish the fault that led to the crash, just four months after the helicopter was bought.

If proven, the claim that someone had allowed the expensive new helicopter to be flown by two unqualified pilots is damning.

It is said that one of the unqualified pilot's failed to respond appropriately when a large bird flew close.

The pilot said to have been flying the helicopter, Inspector Dennis Oduk, allegedly said his colleague Inspector Martin Ndungu was in control. Unfortunately, it seems that the two were



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among six of ten trainees who the manufacturer had trained in Italy and considered not competent to be PIC in the aircraft — they should only be employed as co-pilots. The police officers could not recall what happened but Oshan is understood to have told investigators Oduk was at the controls and did not know how to respond when a Marabu stork flew near.

Investigations allegedly show that the National Police Air wing does not operate optimally despite the money set aside to it. It is said that at least ten issues involving training, procurement, safety management, maintenance and airworthiness have emerged in the last two years that point to a poorly managed unit. The loss of two aircraft in a month tends to underline that.

Some of the best engineers and pilots have resigned from their positions, with the latest being one of the few specialists in the AgustaWestland helicopter who left for the Kenya Civil Aviation Authority.

In 2014, police bought a main rotor system for a Mil Mi-17 from the Ukraine even though it only had only two flight hours left and then bought a fake altitude indicator from an unapproved supplier. It was found that the death of the former Internal Security minister and his deputy in another Mil crash was linked to a fake component that had been serviced by an unauthorised person.

In a later attack on the aircraft supplier *The Nation* pointed out that chief executives of the manufacturer are in Italian jails over a scandal involving helicopter sales to India. They linked the Nairobi crash and the corruption investigations as added pressure on the company and on procurement of a helicopter that had only flown for 24 hours in the five months since it was bought.

Turning the knife, they then suggested that AgustaWestland changed its name to Leonardo, to rescue its reputation and that two years ago, a similar new AW139 killed British Millionaire Lord Ballyedmond at a time he was suing AgustaWestland for selling him a faulty aircraft.

They reported that the *Daily Telegraph* reported that papers lodged in court said “the aircraft suffered from a number of defects and reliability problems, including there being a big hole in one of its blades, oil leaks from the main gearbox, unexplained vibrations and failures of the internal entertainment, communication, lighting heating and electronic maps and full ice protection systems”. [The Nation/PAR]

*Ed: Lots of finger pointing going on as it appears the Kenyan officials try to deflect blame on to a manufacturer. That quoted figure of just 25 hours' flight time over the last five months looks suspect though. You really could not make it up.*

## UNITED KINGDOM

**NATIONAL:** The National Police Air Service [NPAS] and the Police Service of Northern Ireland [PSNI] conducted a formation fly past over the iconic St. Paul's Cathedral, London on the afternoon of September 25 as part of the service of remembrance for National Police Memorial Day 2016. In a tribute to honour almost 4,000 fallen officers, air support crews flew in a diamond formation with a mixed flight of four aircraft above the congregation as they were leaving the service.

Speaking about the fly past, Chief Superintendent Tyron Joyce, Chief Operating Officer for the NPAS said: “National Police Memorial Day recognises the bravery and dedication of serving police officers across the UK. I am proud that the National Police Air Service could play its part in this hugely significant day and offer a fitting tribute to our colleagues who have lost their lives in the line of duty.”

The formation was led by the PSNI Britten-Norman BN-2 G-BSWR with a pair of EC145s G-MPSB and MPSC from Lippitts Hill off either wing and the Boreham based EC135 G-SUFK following in the rear.

An official annual national day, National Police Memorial Day provides a dignified and sensitive service of remembrance each year to honour the courage and ultimate sacrifice of Police Officers throughout the UK. After the inaugural service was held at St Paul's in 2004, it has subsequently been held at different venues across England, Ireland, Scotland and Wales. This year, it returned to St. Paul's. With the patronage of His Royal Highness the Prince of Wales, the event is supported by and attended by Royalty, the Government and Police Forces across the UK.

NPAS: A new BBC Inside Out programme revealed that nearly 100 cases of laser attacks on the National Police Air Service (NPAS) were recorded in West Yorkshire in the past year – equal to 20% of all laser strikes. Programme makers visiting the base at Carr Gate, near Wakefield, found that each of the pilots based there has experienced laser strikes. The base topped the list with 20 laser attacks. Those figures from NPAS also revealed eleven attacks on its aircraft in the Derbyshire town of Ripley in 2015. They used to have an aircraft based there. NPAS are currently conducting a laser eyewear protection trial in order to provide pilots and flight crews with the means to protect themselves against the threat.

It is thought that 24,000 laser devices were imported into the country last year, while some sold online that are advertised as legal are up to 50-times stronger than stated. [BBC Inside Out Yorkshire & Lincolnshire/YEP/DT]



HUMBERSIDE: The final part of the jigsaw that is NPAS fell into place on September 27 when the Humberside Police MD902 Explorer G-HPOL “Oscar 99” officially left service. Local newspapers reported on September 9 that the force helicopter was undergoing its annual service during which time air support is provided to the force through a mutual aid agreement [with NPAS].

Humberside Police may have officially joined the NPAS on Tuesday September 27 but independent operations closed down when the aircraft was delivered to Staverton on August 30. At that point all Humberside Police staff working for the Air Support Unit had already been moved to alternative postings.

The force was receiving all air support from NPAS from the end of August and the next move for Oscar 99, which was on lease, will be returning it to the owners.

With the demise of the Humberside helicopter the newspaper was able to say that more than four million people will be served by just one police helicopter, and raising the spectre that fewer incidents will get the appropriate response.

The nearest existing airbase serving the East Yorkshire and North Lincolnshire area was identified as in Wakefield - more than 50 miles away from Hull and 70 miles from Bridlington.

The Wakefield Carr Gate airbase, which usually operates one helicopter, will be tasked with covering the entire South Yorkshire, West Yorkshire and Humberside Police regions - a combined population of 4.6m people – where the population covered by the Explorer was around one million. The next closest airfield is in Teesside but that should close early next year.

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File image

NPAS claim that they will still offer a within 20 minutes' reaction time. Carr Gate will be the air base most likely to provide cover to the Humberside area, but it could also easily be provided by other bases, in line with aircraft availability, position and demand. [Hull Daily Mail/HPS]

*Ed: That reference to 'mutual aid' was of course code for NPAS, the service that nominally was not due in for another three weeks. The month long annual service meant that the unit was not actually operational at any time in September. Also that highlighting of the 50-mile range to Carr Gate was correct only as far as it went. Compared to the previous part day service they now have a 24-hour availability throughout the year and those rarely acknowledged one month a year maintenance absences are also gone.*

*As from early next year they will also have the fixed wing operations starting at Doncaster Robin Hood Airport and that is located significantly closer.*



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## UNITED STATES

**CALIFORNIA:** In February this year Sheriff's pilot James Chavez and Deputy Scott Balantyne died in the crash of Sheriff One the light aircraft used by Tulare County Sheriff's Office.

The replacement aircraft is now in preparation for service. UTC Aerospace Systems, a unit of United Technologies Corp., will deliver the Cloud Cap Technology TASE400 Long Range Spotter imaging system to Tulare County Sheriff's Office in California for use in its air support aircraft.

Weighing less than nine pounds, the system can be easily mounted to fixed-wing aircraft, helicopters, unmanned aerial vehicles and aerostats (tethered balloons). It offers two colour cameras and a mid-wave infrared imaging system. All of the cameras are designed to provide superior high-definition imagery, which can lead to enhanced situational awareness. UTC has nearly 25TASE systems in service with law enforcement agencies throughout the United States.

**FLORIDA:** APG Avionics (APG) announced the successful installation of a Controp Precision Technologies Ltd.'s (Controp) surveillance, infrared, thermal and electro-optical (SITE)-20 on the Charlotte County Sheriff's Office (CCSO) aviation unit's Bell OH-58 helicopter. This is the first Controp line of SITE surveillance systems installed in the United States. The helicopter was featured at the Florida International Air Show press party at Punta Gorda Airport and is part of the marketing of the Controp line of SITE systems to the U.S. market: SITE-20, SITE-30HD and SITE-50HD. The SITE camera payloads are gyro-stabilized electro-optical instrument rating (EO/IR) day/night systems, which include a thermal imaging camera with a continuous optical zoom lens and proprietary state-of-the-art image enhancement features.

The high performance, low weight SITE systems are field proven and operator-friendly due to their superb gyro-stabilization and outstanding image quality. These features as well as additional functions make the line of SITE.



*Chief Pilot Rob Steht is pictured here before a test flight.*

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# AIR AMBULANCE CANADA

BRITISH COLUMBIA: HeliJet, the company contracted to provide air ambulance services in some parts of British Columbia, still cannot land their Sikorsky S-76 at certain hospitals, so the province has contracted another helicopter company to pick up the slack. As reported last month, Transport Canada revoked landing privileges at seven hospitals for HeliJet because of performance requirements for the helipads that the federal agency says the Sikorsky S-76 aircraft used by HeliJet do not meet. HeliJet has now received temporary exemptions allowing it land at five of the original airports, but the company still cannot land at Royal Columbian, Surrey Memorial at any time, and cannot land at Vancouver General at night.

Ascent Helicopters have brought in their MD 902 C-GWXP to fill in where the S-76 cannot operate. The initial operation was to airlift an injured tow truck driver from Highway 1 in Abbotsford to Royal Columbian Hospital in New Westminster.

Ascent has worked with BC Emergency Health Services before, primarily in mass casualty incidents or to provide additional cover at times expected to be busy for air ambulances, such as long weekends.

The airframe does not have a full dedicated medical interior, it is a utility type and simply has the standard interior modified for the role. It will be based out of Langley with an emergency medical crew and two pilot on standby from 8 a.m. to 8 p.m. every day.

In other moves to enable the S-76 to undertake the task lighting poles were removed, spruce trees were trimmed or removed in a bid to please Transport Canada and to allow the helicopters to land on the helipad serving the B.C. Children's Hospital and the B.C. Women's Hospital & Health Centre.

About 3,500 B.C. patients with life or limb injuries are transported by air ambulances annually and another 5,000 are transported by aircraft so they can get specialized medical treatment not available in their home communities. Air ambulance services cost taxpayers more than \$52M annually.

The problems at the Women's and Children's hospitals' campus were fixed fairly quickly because that helipad is at ground level rather than on a rooftop, night-time landings at Vancouver General Hospital and Fraser Health hospitals are still not being allowed and patients are being transported the final stretch in ground ambulances.

Alberta and Ontario are using newer AgustaWestland AW139 helicopters which satisfy Transport Canada but at stake is whether HeliJet will have to change its aircraft or risk having its \$104M, eight-year contract terminated early next year. [Sun]

*Editor: This problem with the S-76A is affecting other operations. In Halifax the Nova Scotia's health minister says a decision on a new emergency helicopter could be stalled by the British Columbia storyline.*

*Leo Glavine says his department plans to make a decision on the tender this fall, but it's waiting for clearance from Transport Canada before proceeding.*

*The problem is primarily related to the A model but naturally the health service will only now be looking at the nuances between the different models.*



## The UK's Flagship Event for a Global End-User Security Audience





© Saskatchewan web

**SASKATCHEWAN:** Saskatchewan Air Ambulance is North America's oldest non-military service, and recently celebrated 70 years of service. Launched at a time when few major highways and roads connected northern communities in Saskatchewan, Saskatchewan Air Ambulance served as a lifeline and provided a vital service in transporting hundreds of critically ill and injured patients each year to city hospitals.

What began in February 1946 with a single plane flying to communities that often didn't have landing strips has expanded to a 24-hour operation with three King Air B200 fixed-wing aircraft operating out of Saskatoon airport, dispatching crews to locations across the province and transporting patients to and from other provinces for care not available in Saskatchewan.

To the patient the service is not wholly free. There is a \$385 charge per flight and patients are also responsible for the cost of road ambulance service to and from the airport.

## NEW ZEALAND

**TARANAKI:** A new fundraising project is under way to acquire a new aircraft for the Taranaki Air Ambulance in two years' time.

On October 15 the trust will hold a formal dinner and auction at the hangar at which the trust hopes to begin a fundraising for a new \$2M aeroplane to replace its existing 1980 Cessna 421C Golden Eagle operated by pilots contracted through SkyWest Aviation.

The air ambulance is a charitable trust that transfers patients from Taranaki to specialist care



©Taranaki Web

in other parts of the country including Hamilton, Wellington, Auckland and Christchurch. They transfer 7-10 patients a week on average with the Taranaki District Health Board paying for the service. The fundraising is to put in place the infrastructure needed to run that service.

At some \$15,000 you might say it is something of a bargain as far as helipads go. It is only an eight by eight metre square slab of reinforced concrete, but it is seen as a life saver in Whangarei Heads.

The new charity funded Lions Club of Onerahi financed helicopter emergency landing pad next to the Mt Manaia Club at McLeod Bay was opened on September 17.

The creation of the rudimentary pad was set up by the lions club, Whangarei District Council, Northland Emergency Services Trust, Mt Manaia Club, St John Ambulance, other emergency services and local contractors. After it was officially brought into service one of the three Northland Sikorsky S-76A helicopters landed on the pad. [Stuff]

## UNITED KINGDOM

**NATIONAL:** Next month the UK charity air ambulance community gathers together in a Central London hotel to listen to medical presentations, view a small sponsors exhibition and attend a dinner at which a range of people and charities are recognised by their peers. The list of awards is below.

|  |  |
|--|--|
| <b>Outstanding Young Person Award:</b><br><b>Sponsor:</b> Babcock International                        | <ul style="list-style-type: none"> <li>Isobel Pilsworth, Essex &amp; Herts Air Ambulance Trust</li> <li>Joshua Withey, Devon Air Ambulance Trust</li> <li>Luca Saucek, London's Air Ambulance</li> </ul>   |
| <b>Charity Staff Member of the Year:</b><br><b>Sponsor:</b> Milestone Aviation Group Ltd               | <ul style="list-style-type: none"> <li>Angela Watkins, Midlands Air Ambulance Charity</li> <li>Rosey Oakes, Devon Air Ambulance Trust</li> <li>Susie Croft, Cornwall Air Ambulance Trust</li> </ul>  |
| <b>Air Ambulance Paramedic of the Year:</b><br><b>Sponsor:</b> BMW Government and Authorities Division | <ul style="list-style-type: none"> <li>Steve Garvey, Cornwall Air Ambulance Trust</li> <li>Neil Bizzell, Dorset &amp; Somerset Air Ambulance</li> <li>Erica Ley, Essex &amp; Herts Air Ambulance Trust</li> </ul>  |
| <b>Air Ambulance Doctor of the Year:</b><br><b>Sponsor:</b> Leonardo Helicopters                       | <ul style="list-style-type: none"> <li>David Stoddart, SCOTSTAR</li> <li>James Raitt, Thames Valley Air Ambulance</li> <li>Mark Wilson, London's Air Ambulance</li> </ul>  |
| <b>Air Ambulance Pilot of the Year:</b><br><b>Sponsor:</b> Safran                                      | <ul style="list-style-type: none"> <li>Dave Webber, Thames Valley Air Ambulance</li> <li>Richard Steele, Midlands Air Ambulance Charity</li> <li>Steven Norris, East Anglian Air Ambulance</li> </ul>  |
| <b>Air Ambulance Campaign of the Year:</b><br><b>Sponsor:</b> Lottery Fundraising Services             | <ul style="list-style-type: none"> <li>Devon Air Ambulance Trust - Make Night Time Flight Time</li> <li>Hampshire &amp; Isle of Wight Air Ambulance - Be a 999 Hero</li> <li>East Anglian Air Ambulance - Together We Save Lives</li> </ul>                              |
| <b>Charity Volunteer of the Year:</b><br><b>Sponsor:</b> Tower Lotteries                               | <ul style="list-style-type: none"> <li>Mary Phillips, Cornwall Air Ambulance Trust &amp; Devon Air Ambulance Trust</li> <li>Jamie Edghill, East Anglian Air Ambulance</li> <li>Chris Flack, Essex &amp; Herts Air Ambulance Trust</li> </ul>                             |
| <b>Special Incident Award:</b><br><b>Sponsor:</b> Airbus Helicopters                                   | <ul style="list-style-type: none"> <li>Dorset &amp; Somerset Air Ambulance - Motorcyclists' collision</li> <li>Lincs &amp; Notts Air Ambulance - Road traffic collision</li> <li>SCOTSTAR - Cardiac arrest</li> <li>Wales Air Ambulance - Industrial accident</li> </ul> |
| <b>Lifetime Achievement Award:</b><br><b>Sponsor:</b> Specialist Aviation Services                     | Winner to be announced on 14 November.   |
| <b>Innovation of the Year:</b><br><b>Sponsor:</b> Sloane Helicopters                                   | <ul style="list-style-type: none"> <li>Essex &amp; Herts Air Ambulance Trust</li> <li>Devon Air Ambulance Trust</li> </ul>   |

**CHILDRENS:** The UK's only dedicated children's air ambulance service has officially announced its plans to double in size under £32M plans. The intention to acquire two AW169 for the service was first announced earlier this year by Helihub. The expansion of the national Children's Air Ambulance will mean it can meet demand for its unique services, ensuring it can help every child in the UK who needs a lifesaving flight. Currently, the service is capacity limited to just one third of the estimated 1,000 children and babies each year who need an emergency helicopter transfer from their local hospital to specialist care.



In a ceremony at the Italian Embassy, in London, the charity which operates the national Children's Air Ambulance formally signed a seven-year lease deal for the two helicopters. The new aircraft will come into service in 2017 – providing seven days a week, 19 hours a day coverage from new bases in the north and south of England. It will allow the service to expand from its current daylight only role from Coventry Airport into night-ops.

[www.childrensairambulance.org.uk](http://www.childrensairambulance.org.uk) .

**HAMPSHIRE & ISLE OF WIGHT:** Until recently the crew of the EC135 air ambulance based at Thruxton, near Andover and some 42 miles due west of Farnborough [where the air show is held] occupied a set of old portable buildings at the Thruxton Aerodrome and Racing Circuit. The helicopter was housed in a portion of a shared hangar. Thruxton is an excellent location for the base, but the facilities did not provide the right environment for extended night shifts and lack the training facilities that were a growing need for the now well established charity air ambulance. The decision was therefore taken to remodel the airbase and last year Wagg Consultants

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were appointed to manage the project. Wagg Consultants explored several options for the extension of the existing facility but were delighted when the landlord of Thruxton Aerodrome, Henry Pelham, offered the charity the opportunity to lease a brand new hangar for the Air Ambulance crew and helicopter.

This virtually blank canvas offered an opportunity to design a base for the crew from scratch, include all the additional facilities needed, and for the first time, give the charity the opportunity to have a presence at the base.

A specially designed charity area has been created to enable disabled visitors, and visitors with mobility issues, access to the base.

The move to the new base was programmed for the end of July but it was not until this month that its existence was being officially marked with an article in the house magazine 'Helimed 56'

Part of the facility is giving the crew of the air ambulance the benefit of a pioneering new immersive simulation training facility at the charity's new airbase in Thruxton, near Andover. The new facility provides a number of functionalities, including the ability to project a series of mock incident scenes, complete with movement and sound. The crew are currently able to simulate a multitude of different training environments; from a busy nightclub to a Hampshire forest. HIOWAA will continue to add to the scenes available, including the New Forest, the Helipad at St Mary's Hospital and the resuscitation room in University Hospital Southampton.

The facility was designed with the assistance of Dorset based MDT Global solutions.

Other items of new equipment include the iSimulate; a simulated patient monitor. The iSimulate allows Education Facilitators to provide real time feedback on a patient's condition to the crew as they provide treatment. The more realistic the simulation, the more the crew are able to immerse themselves in the situation and practice important skills. Colleagues act as bystanders and training manikins are dressed in real clothes in order to make each scenario even more realistic. [HIOWAA]



©HIOW

HLOWAA has grown rapidly as a charity over the past five years, and as a result it is also about to expand from its crowded office space at 4 Kings Park Road in Southampton. The charity is looking for new premises and a there is a prominent 'To Let' sign outside their building.

**NORTHERN IRELAND:** After years of campaigning, Northern Ireland is set to get two air ambulances to provide 24-hour cover all year around under a contract awarded to Babcock Mission Critical Services Onshore.

Air Ambulance Northern Ireland (AANI) EC135 helicopters will be based at Belfast International Airport, County Antrim, where they will be within a 25-minute flight time of any part of Northern Ireland.

Only days later the same newspaper was suggesting that the 'impending' was not perhaps going to happen so quickly. Doubts were raised that the operation would even be ready by May 2017 when the North West 200 races are to be held.

The Department of Health has commented that planning is under way by the Ambulance Service and Health and Social Care Board to implement a doctor-led, daylight hours HEMS in line with the AAA Framework for a High Performing Air Ambulance Service but much has yet to be clarified including who finances and makes available the medial teams. All the detail will be set out in a Memorandum of Understanding.

An additional slowing aspect to efficient services is that the Department of Health predict that availability of the helipad at the Royal Victoria Hospital in Belfast remains at least six to nine months away. [Belfast Telegraph]

*Ed: This service is charity based but with a strong Government input. AANI funding at this point in their fundraising efforts will be low. In March this year the UK Government announced that it had supported the Northern Ireland Executive with significant additional funding and flexibility as part of the Stormont House Agreement and Fresh Start implementation plan. The Executive's 2016-17 budget demonstrates that this money is being spent to improve infrastructure, including major road schemes and Belfast city centre transport projects. Northern Ireland will also benefit from a range of additional support set out in the Budget including £4.5M funding towards the helicopter emergency medical service (HEMS) for Northern Ireland. With the negative past record of AA charities in the region Stormont will be holding the money and then 'drip feeding' the cash through the charity books to pay the bills to Babcock while it finds its fundraising feet.*

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**YORKSHIRE:** The first patients have been carried by Yorkshire's new H145 air ambulance which came into service during the first week of September.

The first jobs for the crew of the new H145 included a fall from height near Lofthouse, and a horse rider from High Hoyland near Barnsley who required transferring to Leeds General Infirmary for treatment.

The first H145 is based at Yorkshire Air Ambulance's flagship Nostell Air Support Unit near Wakefield. A second H145 has been ordered from Airbus and will be operational by the end of the year, flying from the rapid response emergency charity's northern base at RAF Topcliffe, near Thirsk.

YAA is an independent charity needing to raise £12,000 per day to keep both of Yorkshire's air ambulances in the air and maintained. This is equivalent to £4.4M each year. Like most other UK air ambulance services, the YAA provides a lifesaving rapid response emergency service 365 days a year at no cost to the patient.

The local service is to 5 million people across 4 million acres of Yorkshire, 1,000 missions each year – an average of three each day. Mutual aid across the United Kingdom could see the air ambulance operating in any county.

Paramedics and dispatchers are seconded from the Yorkshire Ambulance Service. [YAA]

## UNITED STATES

**NATIONAL:** The U.S. Department of Transportation's Federal Aviation Administration (FAA) has proposed an \$892,500 civil penalty against Air Methods Corp. of Englewood, Colorado., for allegedly operating an Airbus EC-135 helicopter on passenger-carrying flights when it was not airworthy.

They allege that in November 2014 an FAA inspector found severely corroded pitot tubes on an EC135 in Tampa, Florida. Air Methods were informed but continued to operate the helicopter on 51 passenger-carrying revenue flights over a period of seven days without repairing or replacing the pitot tubes.



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Air Methods has 30 days from receiving the FAA's enforcement letter to respond to the agency.

Air Medical Transport Conference (AMTC) 2016 organized by Association of Air Medical Services (AAMS) Association of Air Medical Services scheduled to be held during September 26 - 28, 2016 at Charlotte Convention Center, Charlotte, North Carolina, USA was cancelled just a few days before it was to open.



In the wake of a police shooting in the City rioting broke out when protesters roamed the street against the numbers being killed by police in a number of locations across the USA.

AAMS' major concern for the safety and welfare of its members and industry led to them addressing recent public safety events in Charlotte to assess safety considerations, and options for continuing as scheduled.

While they considered that The City of Charlotte, the Charlotte-Mecklenburg Police Department, and various venues had taken every precaution and believed AMTC would be successful as scheduled ongoing events and those planned over the following days in Charlotte forced a decision to postpone the event.

They are working with the City of Charlotte to find alternative dates.

The AMTC event is specifically designed to provide leadership, to educate, to inform, to cultivate friendships and to supply up to the minute information on the latest techniques and innovative approaches to emergency medical transport practice from the experts in airborne medicine and attracts much of industry and more than 2,500 members from across the world. [AAMS]

*Ed: With the cancellation being so close to the event this is going to cost industry dear.*

*When you add up all the partially constructed exhibit spaces in the Convention Center, the display aircraft and materials in transit let alone the hundreds of air tickets and hotel rooms that may not be refundable the rescheduled event is likely to be a pretty sparse affair.*

IDAHO: North Dakota based Spectrum Aeromed have installed equipment on a new Bell 407GXP helicopter for Boise, Idaho based Idaho Helicopters. The new aircraft is equipped with a single patient pivot system and will fly Helicopter Air Ambulance for St. Luke's Hospital. Idaho Helicopters needed the Spectrum system to work cohesively with their isolette system and engineers were able to customize a solution for the Bell 407GXP for them without them having to add a new mounting system or removing seats. The operators want to maximize their aircraft and minimize the changes to their operation and aircraft. [Spectrum]



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WEST VIRGINIA: Thirty years ago, the largest hospital systems in West Virginia collaborated to found HealthNet Aeromedical Services – the first dedicated emergency air transport company in the state and fully accredited by CAMTS. HealthNet is also one of the few non-profit air transport services in the USA. To date, HealthNet, based in Charleston, has flown more than 75,000 patients from a network that now encompasses nine bases operating 24 hours a day, seven days a week.

HealthNet is owned equally by WVU Medical Center, Charleston Area Medical Center, and Ca-



bell-Huntington Hospital. For 30 years these hospitals have worked together cooperatively to meet the needs of the areas of West Virginia straddling the Appalachian Mountains. They use EC135 and the EC130 supplied by Air Methods as the prime air ambulances and have access to a grounded airframe to get the medical staff used to working in confined spaces. In US terms the flights are relatively short – just 45 minutes to an hour to reach the appropriate medical facility but the average bill is high and in the region of \$25,000 to \$30,000 so it is not a service for every patient. HealthNet exists to fly acutely ill or injured patients who



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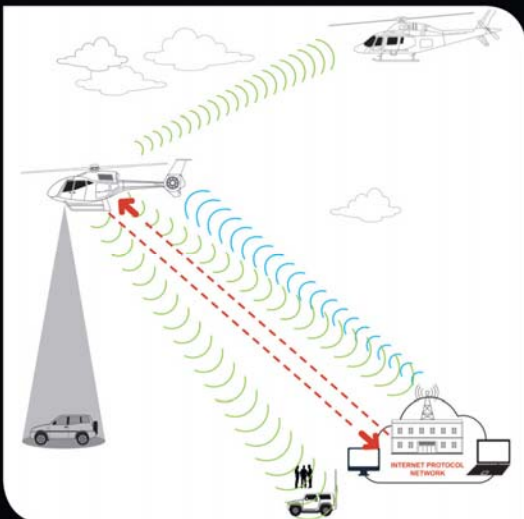


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require the speed of the helicopter and its medical crew. If someone can be properly and safely transported on the ground, then that's the way they should be transported so that expensive healthcare assets aren't being misused.

If a patient can't pay for the flight, the hospitals absorb the cost within their charity care programme.

HealthNet has continuously expanded its services during the past 30 years, adding their newest base in Lewisburg in 2015.



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## SEARCH AND RESCUE

### CANADA

**AIR FORCE SAR:** Peals of laughter greeted last month's news that it is to be another ten years before we can expect to see the CH-148 Cyclone version of the Sikorsky S-92 in full service with the Canadian air force.

It is a political farce that has led to the date for what's known in the military as Full Operational Capability (FOC) will be almost 21 years after Paul Martin's Liberal government signed a contract with Sikorsky Aircraft to deliver 28 state-of-the-art maritime helicopters and some seven years after the last of the vintage CH-124 Sea King choppers is scheduled to retire. The Martin government rejected the AgustaWestland competitor even though it was already in proven service as the EH101 Cormorant.

This same basic S-92 aircraft still does not have a full specification run-dry gearbox and it is now assumed by some of the more flippant commentators that the ongoing Presidential aircraft project – based on the same airframe – will fund a new full standard run-dry gearbox that will suit all variants of the S-92. The need to protect the President from harm knows few financial boundaries.



*Ed: Meanwhile for well over a decade the loser in both contests, the EH101/VH71, has continued to fly in service across the world with a viable run-dry box.*

### INDIA

The three areas of Noida, Greater Noida and Yeida propose to buy three helicopters to use for emergency services and disaster response.

The proposal was discussed in detail and will be put to a joint Board before seeking approval from the state government.



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Under this new proposal, the three helicopters will be jointly purchased by the three development authorities with the state government meeting 50% of the cost.

It is planned that the helicopters will be used as air ambulances, for firefighting operations and for rescue.

There is an additional, separate, project to build a heliport which is in its final stage of being launched. It will be built across a 22-acre open area in Safipur village, which is located along the Noida-Greater Noida expressway near the Gautam Budh University. The helicopters will be accommodated and stationed at the heliport. [Times of India]

## UNITED KINGDOM

HM Coastguard has a new eye in the sky from September 2016, as a Jetstream 41 turbo-prop aircraft is being trialled as part of a development to support our search and rescue (SAR) helicopters.

The new plane is painted in red and white HM Coastguard colours and will be patrolling the southern and eastern seaboard.

The aim of the trial is to assess whether a fixed-wing aircraft will provide valuable additional support for the SAR helicopters. The new capability is expected to help save lives at sea by identifying people, boats or ships in distress.

The Coastguard Jetstream is provided by Eastern Airways a subsidiary of Bristow Helicopters has a dedicated crew. Like the helicopters the aircraft will be controlled through the Aeronautical Rescue Coordination Centre (ARCC).

If the trial is successful, options for permanent provision will be explored, possibly in combination with similar requirements elsewhere in Government.

*Ed: Meanwhile more information has emerged about the inability of the Bristow Coastguard fleet to operate from certain hospital helipads. It seems that both the Sikorsky S-92 and the yet to enter service AW189 will be too heavy to land on a number of pads.*



## UNITED STATES

LOUISIANA: Bristow supported helicopter rescue efforts for Louisiana residents affected by historic flooding in the parishes around Livingston and East Baton Rouge in August 2016. Working in close coordination with the Office of Homeland Security and Emergency Preparedness for Livingston Parish, Bristow teams based at Galliano and New Iberia mobilised the company's response to provide care to those in need.

Utilizing a Leonardo AW139, a Sikorsky S-76C++ and a Bell 407 aircraft, Bristow crews completed several missions over two days to provide assistance to displaced residents and their pets, retrieving people from homes, small boats, levees and high ground surrounded by flood waters. Bristow crews also lowered water and supplies to individuals stranded by the flood waters, and conducted aerial reconnaissance of the area for local authorities and media.

The AW139 helicopter used in these SAR missions was equipped with a 700Mhz radio that allowed for communication with multiagency responders, mission management capabilities, external rescue hoist system and critical care medical equipment. The highly-trained crew

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on-board the aircraft included two SAR pilots, hoist operator, rescue specialist and flight paramedic. The S76 C++ provided support to relocate survivors by air due to inaccessible roads and locations caused by the rising flood waters.

Bristow also operates the civilian SAR helicopter service for the UK on behalf of HM Coast-guard. Since 1971, Bristow has flown more than 56,000 SAR operational hours and conducted more than 18,750 SAR missions, during which more than 9,650 people have been rescued by its crews and helicopters worldwide. [Bristow]

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## INDUSTRY

**Safran Helicopter Engines** has delivered on schedule the first Arrius 2R engine made in the U.S.A. Celebration of this handover to Bell Helicopter took place at Safran Helicopter Engines' USA facility in Grand Prairie, Texas. It marks a major step in the 2R program and Safran's commitment to supply Bell Helicopter with best-in-class products, assembled in the United States.

The Arrius 2R powers the new Bell 505 Jet Ranger X light single-engine rotorcraft. Until now, units had been assembled at Safran Helicopter Engines headquarters located at Bordeaux, in the southwest of France

Jean-François Sauer, Arriel & Arrius Programs Vice President, commented, "Safran Helicopter Engines can claim a long and successful partnership with customers in United States, and we are proud to have a member of the Arrius family in production at Grand Prairie. Having this engine produced in the United States will simplify the delivery process to Bell with greatest reactivity."

Formally launched at the 2013 Paris Air Show alongside the Bell 505, the Arrius 2R has fol-

lowed a fast development schedule. A rigorous evaluation campaign started in April 2014 with its first ground run. The flight test program started in November 2014 with the first flight of the Bell 505 at Bell Helicopter's Mirabel facility. The Arrius 2R was certified in December 2015.

To date, more than 3,150 Arrius engines have been sold by Safran, to 430 customers in 60 countries. Reliability is built into the 2R and reinforced by a 3,000-hour Time-Between-Overhaul offered at service entry. The new variant will also benefit from Safran's renowned service and support capabilities.

**SkyQuest KODIAK Sales US**, LLC has announced the sale and delivery of a new Quest KODIAK 100 aircraft (Serial Number: 100-0147, Registration: N47KQ) to the Department of Wildlife and National Parks in Botswana, Africa.

The Botswana Department of Wildlife and National Parks will operate the KODIAK for various logistical missions and departmental duties as well as for anti-poaching and law enforcement. More than a third of the African elephant population is located in Botswana, which also maintains a growing Rhino sanctuary. With a recent ban on hunting, the country is well known for its position on anti-poaching and sees the KODIAK aircraft as an integral part of enforcing that ban moving forward.

**Babcock Mission Critical Services Onshore** has acquired a 20,000 sq. ft. hangar at Gloucestershire Airport as a base for its growing helicopter maintenance, repair, overhaul and installations operations.

The new facility – located very close to the company's existing Staverton headquarters and recently used for surplus airframe storage – will become a major new engineering base for the company.

Tim Shattock, Managing Director of Babcock MCS Onshore said: "The new facility will become operational in the next few weeks and will deliver a significant increase in our helicopter engineering capability, both in terms of maintaining our fleet, but also in providing bespoke design and installations for our customers."

The hangar will initially feature three aircraft bays but future developments will see it become capable of accommodating up to six aircraft, reducing the pressure on existing hangar spaces and improving the ability to schedule and turn around critical work on behalf of Babcock's UK and international customers.

Darren Lewington, Operations Director at Gloucestershire Airport said: "We welcome the Babcock acquisition, which consolidates our position as the UK's leading general aviation airport. The emergency service and special task helicopter activity here is a vital and vibrant part of our business. Further hangar development will take place at the Airport this year and further job creation is expected as a result."



**Diehl Aerospace**, a unit of the first tier supplier Diehl Aerosystems, is establishing a fully owned subsidiary in Singapore, Diehl Aerospace Pte. Ltd, in a bid to support growing demand in the aerospace industry in the Asia Pacific (APAC) region. The Singaporean company will be set up in joint cooperation of both shareholders of its parent organisations, Diehl and Thales.

This new company in Singapore will also be the base for a revamped Customer Support Center (CSC) for all Diehl Aerosystems requirements in the region. Previously Diehl had a customer support facility for the region subcontracted to Satair Group.

Diehl Aerosystems announced the news at this year's MRO Asia-Pacific event, taking place at the Singapore Convention and Exhibition Centre on September 27-29.

The cooperation between **Schiebel**, the Wiener Neustadt, Austria manufacturer of the VTOL CAMCOPTER® S-100 UAS, and the German company Diehl Defence has been strengthened recently.

"Celebrating a milestone like the 10th anniversary of the CAMCOPTER® S-100 with more than 300 units sold is a good moment to reflect on where we are today and where we will go in the future. Today we are the world's leading producer of unmanned helicopters and we plan on further strengthening our position" explains Hans Georg Schiebel, owner of the Vienna-based company.

"The renewal of the teaming agreement is the result of the longstanding cooperation between Diehl Defence and Schiebel. We consider Schiebel a highly competent partner and believe the CAMCOPTER® S-100 is the best possible product for all remotely piloted aircraft operations of the German Navy," says Helmut Rauch, member of the Division Board of Diehl Defence.

The CAMCOPTER® S-100 system has been successfully proven on over 30 different vessels on all the world's oceans, demonstrating its outstanding capabilities day and night, in all weather conditions. It is currently deployed with a number of important naval clients in conventional littoral reconnaissance roles; however, the CAMCOPTER® S-100 has likewise proven to be hugely successful in the Search and Rescue role. Working with the NGO Migrant Offshore Aid Station (MOAS) in the Mediterranean, around 25 000 migrants have been found and rescued since 2014.



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Meanwhile next door **Airborne Technologies**, also in Wiener Neustadt, Austria have completed the large extension of their production and development facility. Airborne Technologies supply special-mission aircraft, sensor & system integrations and data collection & analysis services and the extension will allow them to more easily meet their commitments to such as the UK NPAS fixed wing contract and the REGA camera.

But strange happenings at Airborne Technologies. It was only a few weeks ago that they were in correspondence with PAN protesting their innocence at accusations they were involved in arms trading after an anonymous source put forward unfounded allegations highlighting the presence of military bomb carriers on a 'civil' crop duster conversion they had undertaken for a civilian customer.

That row and a similarly timed problem in Berlin bubbling under the surface and out of sight certainly had elements of the German police worried at the time.

Now, and despite declaring themselves as non-military, Airborne Technologies are planning an invitation only event in November split into two separate days one police and the other military! Certainly a conundrum, but a minor one.

Event UNEX is aimed at the police and military ISR communities and perhaps even more surprising will include a Keynote Presentation from Mr. Erik Prince, National Security Expert, Founder of Presidential Airways, Chairman of Frontier Group and by no coincidence the customer for that controversial armed crop-sprayer. He will talk on "Cost effective airborne solutions"

**Airbus Helicopters**, Inc. and Precise Flight, Inc. have entered into a supply agreement for the Pulselite® Bird Strike Prevention System which will be offered as an option on all Airbus Helicopters models marketed in the United States.

The Pulselite® System is an FAA certified lightweight electrical system controller that alternately pulses the landing and auxiliary lights of a helicopter, thereby increasing its visibility and reflecting the speed and directional movement of the aircraft. The Pulselite® System has been shown to reduce bird strikes up to 66%, according to Precise Flight.

The recent exponential growth in global bird populations, combined with the increase in global air traffic, has caused bird strikes to become a primary safety threat and financial burden to rotorcraft operators. Leaders at Airbus Helicopters, Inc. said the time to act was now.

Bird strikes are a growing problem for helicopter operators and Airbus are optimistic that the Pulselite System will help to reduce the number of occurrences. [Interview Hub]

*Ed: Increased media attention on bird strikes, including the recent motion picture starring Tom Hanks as 'Sully' Sullenberger the Captain of US Airways Flight 1549 that was forced to land in the Hudson River after multiple bird strikes caused engine failure, has increased public awareness of the threat of bird strikes. But airliners into the rivers of New York is not all that new.*



*The tail and wing tip of a North East Airlines Aircraft that crashed into the East River, New York in January 1952. Just like the Sully crash all the occupants survived their experience. All 36 occupants were rescued by small craft—the NYPD helicopters of the time not being up to rescue missions!*

[image and text from Illustrated London News 1952]

The role of the group known as **Rhino911** is to stop the poachers long before they reach their targets. Unlike many other active anti-poaching effort, Rhino911 benefits from tactical air assets and support groups and has recently commenced flying a specially equipped Bell 407 helicopter. Operators will find and intercept poachers of Rhinos and other endangered species from extended ranges with advanced night vision (NV) and EO/IR sensors. The sensors on the Bell 407GT are capable of discerning and tracking personnel from extreme distance as well as analysing and pinpointing possible hides and entrance, exit routes poachers use, allowing timely and effective action by law enforcement authorities.

Rhino911 has been in contact with the relevant government authorities in RSA and will soon be contacting and collaborating detailed operational plans with existing Rhino and anti-poaching groups, private Rhino reserves, the Rhino Owners Association and key role-players in the Game Industry in order to ensure that all parties tackle the poachers in a holistic and controlled manner.



On an earlier page mention was made of an immersive training facility set up at the Thruxton Air Ambulance base in England. Another new addition to this style of training has also been announced by Aberdeen based **Iqarus**.

An innovative training centre in Hereford - puts frontline medical professionals through their paces in high-risk, high-pressure situations. Using ground-breaking training technology, it is designed to increase medical proficiency and physical and mental resilience in remote and hostile environments.

From climatic extremes to post-conflict zones, the new Immersive Training Centre combines carefully replicated street scenes, professional actors, sound, weather and other special effects to provide first-hand experience of saving lives in high-stress locations, from a close protection rescue under fire, to a mass casualty incident in the chaos of a crowded city. The first of its kind in Europe, this specialist facility has been created by Iqarus, a global provider of intelligent health solutions to organisations that need to operate safely in remote and difficult environments. It has been developed in collaboration with international emergency and rescue services, NGOs and the defence, health, security and energy sectors, and leverages Iqarus' insight and experience delivering healthcare for clients in zero-failure tolerance environments.

Ged Healy, Executive Director of Training and Development at Iqarus, believes the best way to improve frontline training is to replicate the intense pressures that responders will face. He said, "It is one set of skills to work efficiently when confronted with a life-threatening injury. It's another to keep your focus and perform effectively in a life-threatening situation.

The 8,000sq ft. of dynamic simulation space can be used to create bespoke training environments, with any scenario, anywhere in the world. Facilities include: desert, jungle and arctic training rooms with simulated weather conditions and sound effects; a street scene with collapsed, two-story building, with explosive special effects, dust and smoke; a changeable street scene, which transports users from Europe to the Middle East, and beyond; a burnt-out building with collapsed upstairs and flooding area; realistic home structure with false wall, escape hatch and tunnel; area for road traffic collision simulation; stereo surround speakers with four sound zones; cameras and a two-way communications system allowing trainees to work independently, without the support or intrusion of an instructor; professional actors and accurate and realistic prosthetics; and overhead drones and HD CCTV throughout.

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An item of **UK legislation** that restricted the interaction between police and the voluntary sector has recently been modified.

The former ANO 2009 was replaced by the ANO 2016. The old Article 13 that required an aircraft 'in the service of a police authority' to have an air operators certificate (AOC) has been replaced by Article 134 of the new AOC at Part 5, Chap 7, Sect 8. Article 134 para 4d provides the opportunity to gain a CAA 'permission' in lieu of an AOC and that greatly assists the interaction between such as Sky Watch volunteers and police wishing to use them.

<http://www.legislation.gov.uk/ukxi/2016/765/article/134/made>

*Ed: The perennial problem now of course is finding member of the police service inclined towards employing volunteer aviators in the first place.*

*All too often UK police say they want volunteers and then tie up the simplistic intentions in so much red tape and groundless fear that they find themselves unable to make it happen.*

*The same happens with such as PAvCon; an apparently free and flexible service to the police that can all too easily be negatively affected by an inability on the part of the police to be similarly flexible.*

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# ACCIDENTS & INCIDENTS

**3 June 2016 AgustaWestland AW109E N951AL.** Air ambulance of Airlift Northwest, Seattle, Washington, USA. Operated by Air Methods. The crew was departing Harborview Medical Center (HMC) in Seattle, WA. At 100 feet AGL, the crew experienced an engine flameout and successfully landed the aircraft back at HMC. [Concern]

**21 July 2016 Eurocopter AS350B3 N914SM.** Air ambulance of CareFlight of Grand Junction Colorado. Operated by Air Methods. While traveling to St. Mary's with a trauma patient from a night scene near McClure Pass, Colorado, a noise was heard by the pilot and he noticed the medic reaching forward and shutting the left front window. The flight continued to the destination. While loading up the stretcher after dropping off the patient, the medic told the pilot he believed they had lost a blanket in flight, and that it had exited through the left front window. The aircraft was inspected and no damage found. [Concern]

**11 August 2016 helicopter** – believed an AgustaWestland A109 – Air ambulance, South Korea. Attacked and damaged on the ground by three drunken men — including a doctor. They face multiple charges, including destroying a medical device for emergency patients and unauthorized access to the helicopter at the heliport of Dankook University Hospital, Cheonan, South Chungcheong Province. They will also have to pay \$2.2M spent repairing the helicopter. It is said that the three, one man of 40 and two other in their 30s climbed upon the helicopter forcibly moved its tail rotor. One of the trio was a medical doctor. [Korean]

**14 August 2016 Beriev Be-200ES RF-31121.** Firefighting aircraft on lease from the Ministry of Emergency Situations, Russia. The amphibious jet was damaged hitting the tops of trees while fighting a forest fire near São Pedro do Sul, Portugal. After departure from Monte Real Air Base on its first operational mission the aircraft proceeded to a lake called Albufeira da Barragem do Vilar. Close to the Vilar Dam the aircraft scooped water. En-route to a forest fire, the crew spotted a developing fire near São Pedro do Sul. The aircraft made a spiralling descent and dropped the water load while descending along sloping terrain. As the aircraft flew through the smoke clouds, it contacted trees. The crew noted a loss of engine power and decided to return to Monte Real Air Base where an uneventful landing was carried out. The aircraft had sustained damage to the leading edges of both wings. Also, the right hand wing flaps sustained dents and cuts and the right hand wing float suffered a large hole. [ASN]

**4 September 2016 Eurocopter HH-65 Dolphin.** U.S. Coast Guard helicopter out of Air Station Atlantic City, New Jersey made an emergency landing at Eagles Nest Airport in Eagleswood after a bird strike at an elevation of about 400 feet over the bay resulted in a shattered windshield. On landing the helicopter also punctured a tyre. The aircraft was grounded for about three days while repairs were made and it was made flight-ready. [Sandpiper]

**6 September 2016 Eurocopter AS350B3 XC-PTZ** Police helicopter of Secretaría de Seguridad Pública de Michoacán Mexico. Three police officers and a pilot died when the aircraft went down in Michoacan state, in the south-west of the country. A survivor of the crash died in hospital. The helicopter was supporting an operation in the Apatzingan region that has difficult land access. Some doubt as to whether it was shot down. [CNN]

**7 September 2016 Bell 429 OM-ATR.** Air rescue ambulance operated by Air-Transport Europe crashed near the scene of an incident in Slovakia killing three crew and the casualty. The crash in a mountainous region at night occurred near the village of Strelniky shortly after the rescuers took on board a man with a broken leg and the helicopter took off heading to a hospital in the regional capital, Banska Bystrica. The victims were identified as pilot Jan Rusin, 50, doctor Patricia Krajnakova, 46, rescuer Frantisek Bartos, 32, and the 38-year old patient. Authorities are investigating the cause of the crash and interpreting the FDR and CVR.

**7 September AgustaWestland AW139 5Y-NPS.** Kenya Police Air Service spiralled from about 500 feet and hit the ground near the Kenya School of Monetary Studies along

Thika Superhighway, Nairobi. It turned on its port side and was severely damaged. The four occupants Inspector Martin Ndungu, Inspector Dennis Otom Oduk, Constable Michael Kariuki Mutwota and a foreigner were injured and hospitalised.

The recently introduced helicopter was in an OGE hover at about 500 feet for a period prior to the crash and the main landing gear seems to have been retracted when it struck the ground. [YouTube]

**17 September 2016 AgustaWestland A109S Grand N91NM** Air ambulance operated by North Memorial Medical Center The ten-years old helicopter crashed north of the Alexandria Airport, near the east shore of Lake Winona, Minnesota, USA injuring the three crew. The flight had departed to collect a patient at Brainerd and proceeded SW, cruising at 4,000 ft. initially under ATC control in low cloud conditions at night. The three injured were taken to North Memorial in Robbinsdale, and named as Pilot Joshua Jones, age 47, Flight Nurse Scott Scepaniak, age 44 and Flight Paramedic Miles Weske, age 34. [ASN/Media]

**21 September 2016 Airbus Helicopter EC135P2 N312RX.** Air ambulance of REACH Air Medical Services in Santa Rosa, California operating good clear weather at night was responding to a remote area that offers few landing zone options due to dense forest and rugged terrain. In trying to land the aircraft suffered a wire strike and returned to base. [Concern – see also Flight Safety below]

**21 September 2016 Bell 214** Air Ambulance. Details are sparse but news stories state that a helicopter in Iran crashed in the Haraz region, Amol killing one. [Media/ASN]

**21 September 2016 Mil Mi-8 RF-32825.** EMERCOM [Emergency Services] Russia. Crashed in the Lubertsy district near Moscow killing three. [RIA Novosti/ASN].

## FLIGHT SAFETY

On September 21 a REACH Air Medical Services in California released a 'Concern' message relating to an operational flight safety incident affecting one of their EC135 helicopters. The operational night flight in good clear weather was responding to a remote area that offers few landing zone options due to dense forest and rugged terrain. Throughout the crew was on NVGs. Upon arrival at the initial LZ, the crew assessed the site to be untenable due to debris and coordinated an alternate site from the fire department ground contact.

Upon arrival at the alternate location, the Flight Team was able to perform multiple reconnaissance orbits identifying hazards that included flag poles, trees and vehicles. The surface was an asphalt area surrounded by several single story buildings. The Flight Team made an initial approach to the LZ and identified a tarpaulin in the LZ, so they discontinued the approach until the ground contact cleared the sheet. Upon the second approach to the alternate LZ, the 135 was transitioning to land from a high hover when the crew member in the back called a wire and initiated a wave-off. The pilot arrested the zero airspeed, near vertical descent and transitioned to an immediate climb. The crew heard sounds that indicated they had contacted the wire and aborted the flight with a return to base. Upon landing it was found that approximately 30" [40cm] of small gauge copper wire in the wire strike protection system.

The base leadership will be working with the local volunteer Fire Departments to try and improve site selection and preparation.


## PEOPLE

Two very long term recipients of *Police Aviation News* have been the libraries at Bramshill College in England and Scottish Police College at Tulliallan Castle, in Kincardine-on-Forth. The former is now what we call the National Police Library and with the closure of Bramshill it is on the move Ryton-on-Dunsmore.

Currently at Sunningdale the move to a new home – with new staff – at Ryton takes place in November.

As the distance is over 100 miles the College is currently recruiting a new library team to take over and the old staff are taking voluntary redundancy rather than relocate.

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With effect from 1 September 2016, Marie-Agnes Veve will succeed Norbert Ducrot as the Head of North Asia region and Head of Airbus Helicopters China. Marie-Agnes Veve started her career at Airbus Helicopters in the Design Office in 1982. Since then, she has amassed a great wealth of experience in the company, as the Program Director of H120, H155 and H225. In 2007, she was appointed Managing Director of Airbus Helicopters Canada; in 2009, Managing Director of Airbus Helicopters India and in 2012, Managing Director of Aerolia Canada. From 2013 onwards, she has been the Head of H225 Super Puma Program. She will report directly to Ben Bridge- Executive Vice-President Global Business and Member of the Executive Committee of Airbus Helicopters.

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## EVENT NEWS

BZ Media LLC announced the results of InterDrone the UAV event held in Las Vegas September 7-9. The International Drone Conference & Exposition held at the Paris Hotel on The Strip drew 3,518 attendees from 54 different countries on 6 continents. The event featured 155 exhibitors and sponsors in more than 230 booths. FAA Administrator Michael P. Huerta gave the Grand Opening Keynote speech to thousands gathered on the first day.

Compared with last year attendance grew 26% with 58% more exhibitors and sponsors turning out thanks in part to more than 260 media and association partners and the organisers claim to have the largest dedicated commercial UAV event in the world.

The InterDrone 2016 Photo Gallery URL is <http://www.interdrone.com/interdrone-2016-photo-gallery>

InterDrone 2017 will be held at the Rio Hotel and Casino in Las Vegas from September 18-20, 2017.

More information about the show is at [www.InterDrone.com](http://www.InterDrone.com). For information on exhibiting or event sponsorships, please contact Ted Bahr at [ted@bzmedia.com](mailto:ted@bzmedia.com) or +1 631-421-4158 x101.

## EMERGENCY SERVICES SHOW

NEC Birmingham 21-22 September 2016 <http://www.emergencyuk.com/>

In offering some 450 exhibitor stands the Emergency Services Show (ESS) is the biggest and, to many, the best annual event in the UK where members of the 'blue light' emergency services, supporting voluntary sector and industry get together over 2 days to exchange ideas and check out the very latest equipment to be used to save lives.

Not everyone in the sector gets to be there, the police have yet to embrace the event and are therefore prominent in their absence and some of the most surprising companies in industry have a similar mindset in being dead set against letting their staff attend in business time as part of Continuing Professional Development (CPD/in-service training).

As ever a large section of the exhibitors is made up of the voluntary sector including some household names but many weird and wonderful ones that often defy belief, all within the new larger Hall 5. The outdoor display area appeared smaller this year but is mainly to accommodate the larger emergency services vehicles so perhaps many were already in the main hall.

Civil Air Patrol was allocated a stand, within the UK SAR Zone, that was large enough to accommodate the very latest Cavalon autogyro delivered in June. The type is certified for commercial operations and is capable of carrying a CAA approved nose mounted EO/IR sensor.

*Said to be an excellent aerial observation platform, the German manufactured Cavalon is also a remarkable platform for air to ground photography. In the latter role the aircraft doors can be removed before flight to give an unparalleled view of the ground with crisp, distortion free high definition digital photographs.*

CAP point out that this was the first time that a manned aircraft has been displayed at the ESS since 2009. The last time an aviation company was exhibiting even brochures was more recent [AgustaWestland in 2011] which is pretty damning for the aviation industry when they declare a wish to sell aviation to the fire services the main attendees at ESS.

I was hoping to catch the Day 1 presentation on ESMCP - the programme to replace the Airwave digital radio system used by the UK Emergency Services and provide integrated critical voice and broadband data services for them. If nothing else I wanted to get an idea of how much delay there was in the programme. Across the UK there are millions of pounds



©PAR

tied up in redundant police buildings with notional 'FOR SALE' signs on them that cannot be released simply because they support the Airwave equipment. The update on the ESMCP was expected to be one of the most popular seminar sessions at the show but a family illness meant I did not get there on time and therefore found myself sitting through a very different presentation that also involved communications and – more importantly - aircraft on the morning of Day2.



## FOCUS ON FLOODING

The hour long slot laid out the tale of the trauma faced by the emergency services when parts of Yorkshire [The Calder Valley, Hebden Bridge, Tadcaster and York] were hit by floods caused by the sequential storms Desmond, Eva and Frank over Christmas last year. It was the subject of a multi-part presentation by West Yorkshire Fire, West Yorkshire Police and a local authority.

The storm waters were unprecedented but made worse by an inability to call in manpower to undertake the many tasks needed to rescue people. In Britain the Christmas break means just that for a week, often more, between December 24 and January 2 and, unlike yesteryear, these days the missing bodies are often well beyond reach. They are often not just hundreds of miles away they are as likely in another country and well beyond recall to duty. That alone is something to address for the future but others have a big part to play in the pre-planning future emergencies and, it is said, that they do not meet the mark.

What became abundantly clear was that the emergency services were overwhelmed as much by the intransigence of the civil servants that were supposed to give them a warning as by the lack of staff struggling against the power of nature.

Neither the fire or police services study water flow or tides but others do – it is a primary task of such as the Environment Agency – and yet when their moment comes they seem incapable of verbally calling an alert. It was only after the event that the fire and police became aware of strings of e-mails hurriedly sent out to the recently abandoned inboxes of departing officials on the eve of the holiday alerting them to rain sodden fields and high rainfall that could only run off the land in massive amounts. Making that call would have undoubtedly cancelled holidays for many. Not making that call ruined Christmas for many people and brought down bridges that had stood for centuries.

Having not been warned of the easily predicted floods the forces that had to deal with the unfolding disaster then had to put together a scratch crew to save lives and property. NPAS were able to put up helicopters to provide images and local Specialist Operations UAVs were brought out and found to be useful but they were stretched and there are now plans to buy more.

They hunted high and low for volunteers, made use of the local people who were most directly affected [well they probably had a flooded house and no power for cooking dinner or watching TV so they might as well 'volunteer'] and learned that there were already more than enough shortcomings in the thick major incident folder without realising that it needed reading occasionally before the event! There were plenty of amendments in the aftermath. Readily available and enthusiastic volunteers were overlooked of course, as ever the Civil



ACC Mark Milsom [left] and Ian Spiers at the ESS presentation. The boats outside would have been a welcome addition to the resources on the day



Air Patrol continue to remind the cops they are there and they are free, true to form the boys in blue choose to ignore them but still call out the equal status volunteers in RNLI rescue boats.

Another aspect that was found to be a negative related to the media. The TV and newspapers were also on minimum crews so they too were a scarce asset. Having wall-to-wall TV coverage brings offers of help but that was not happening and where it did happen it was tame. On many occasions emergency services rely heavily on the excellent footage pumped out by news channels – notably SKY – to fill in their information gaps but that was simply not happening on Boxing Day. The police may hate them with a vengeance but just sometimes they appreciate the media! The gripping viewing areas were in the rugged and narrow Calder Valley but the amount of footage from there was minimal and the police were obliged to use their UAVs to get informative footage from there. It turned out that the news channels were going where it was easy for their teams to go by road and although that meant riverside shots of Hebden Bridge and the collapsed Tadcaster Bridge it was mainly easily obtained cosy views of the rising waters in the City of York.



The inter-connected presentations were given to a substantial ESS audience by Deputy Chief Fire Officer Dave Walton of the fire brigade and Assistant Chief Constable Specialist Operations Mark Milsom, Ian Spiers the Emergency Planning Officer for Harrogate Borough Council.

In 2012 Milsom now in effective control of the three West Yorkshire Police UAVs was a Member of the National Police Air Service Project Board and in effect the first Accountable Manager. That task was given up when it was decided that having an ACC in that post was going to be way too expensive. It was deferred down to Chief Superintendent Ian Whitehouse [since retired].



*Scenes from the show. PVL have featured a few times in recent editions of PAN as a PAVCon attendee. The UAS is an over water type used in Northern Ireland by CAP. The chap on the end seems to be a relative of Sponge Bob extolling the fun side of carrying a ZOLL AED defibrillator. There must be a fun side I guess.*

7-9 November 2016 Dubai Helishow 2016. The Domus Group is presenting the 7th Edition of the Dubai Helishow 2016. It will be at The Grand Stand, Meydan Hotel, Meydan Racecourse, Dubai – United Arab Emirates. [www.dubaihelishow.com](http://www.dubaihelishow.com) Dubai Helishow represents a unique opportunity for the International Helicopter community to showcase their products, services and technologies covering the Commercial, Civil and Military Helicopter including sub sectors like Air Medical Rescue & Military and Homeland Security. The exhibition will incorporate hall exhibits and outdoor static displays and two sub-events Air Medical & Rescue sector of the show and a Military & Homeland Security event with the inclusion of Unmanned Ground Vehicles (UGVs), Unmanned Surface Vehicles (USV), Unmanned Aerial Vehicles (UAVs) alongside Armoured Vehicles and other products and services aimed at protecting a Nation's citizens from external or internal threats.



A new film created by Essex & Herts Air Ambulance to celebrate the achievements of Jonathan Coggan was launched last month to celebrate the former airlifted patient of Essex and Herts Air Ambulance as he set off for Rio to represent Great Britain in the Wheelchair Rugby. The film can be seen on their website [EssexAirAmbulance.uk.com](http://EssexAirAmbulance.uk.com)

The new air ambulance centre piece operated by the Association of Air Ambulances [AAA] had its first airing at the ESS 2016

