

# Police Aviation News

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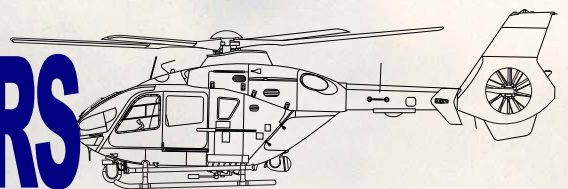
PAR



## AW169 - READY FOR SERVICE

## AUSSIE CHALLENGER 4

## EC135 AT TWENTY YEARS



PAN—Police Aviation News is published monthly by POLICE AVIATION RESEARCH, 7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK. Contacts: **Main:** +44 1992 714162 **Cell:** +44 7778 296650 **Skype:** BrynElliott **E-mail:** [editor@policeaviationnews.com](mailto:editor@policeaviationnews.com)

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# LAW ENFORCEMENT

## CHINA

**HONG KONG:** A press release timed for Helitech International in Amsterdam exposed a few details on the projected Government Flying Services [GFS] aircraft that are not due for delivery until next year.

The H175 was primarily an oil industry type but the depressed state of that sector has obliged Airbus Helicopters to promote the other roles that at one time were subservient to oil and the GFS contract is the prime.

The variant opens the H175 mission set to operations such as search and rescue, emergency medical services, law Enforcement, fire-fighting and border security. Entry into service with launch customer GFS is planned for end of 2017.

Airbus Helicopters has kicked-off the flight test campaign of the public services variant of the H175 medium twin-engine helicopter. An initial flight-test campaign was successfully concluded last month after 12 flights. This included a demonstration carried with the customer who became launch customer for this new variant in September 2015 with an order for seven units.

Flight-test activity of the public services variant will resume in December, with two additional aircraft to support the certification process ahead of the entry into service.

GFS' H175s will have a built-in EO/IR system for observation and tracking, along with an enhanced digital map display, both managed from an operator's console in the cabin. Other mission equipment includes dual hoists, loudspeakers and a steerable searchlight..



Airbus Helicopters image of the H175 undertaking the certification work on the GFS SAR helicopter

**FRONT COVER:** Field Aviation has completed a fourth mission fit in a Challenger aircraft - designed to provide enhanced SAR capabilities in support of the Australian Maritime Safety Authority's (AMSA) operations. See story on page 15.



# SLOVENIA

**MINISTRY OF INTERIOR:** Earlier this year Airborne Technologies was awarded the contract to upgrade an Airbus Helicopters EC135 of the Ministry of the Interior of the Republic of Slovenia, with state-of-the-art surveillance technology. This customised solution includes a removable NVIS compatible multi-screen tactical workstation, made of carbon fibre, and a leading-edge Airborne LINX package. It also boasts the new enhanced Mission Management Unit – a simple-to-use control device for all sensors on board and the new Churchill ATOM Mission Computer, a Wescam MX15Hdi and a Trakka Beam A800 Searchlight.

The new system will offer several leading-edge capabilities including the ability to easily change firmware via SD Card.

Mr. Grumeth, CEO of Airborne Technologies says: “Airborne LINX is a dynamic package that takes into account not only the latest technical developments but also the requirement of our customers. Per our motto “innovation with responsibility”, our intention is to keep our customers up-to-date and support them as best as possible to carry out their daily work. Our solution generates both, additional cabin space and higher payload. With this modern surveillance platform Slovenia is ideally prepared to meet the constantly changing future challenges.”

The helicopter will be delivered this year [Airborne Technologies]



The Airborne Technologies exhibit at last months Helitech included this Linx demonstrator [PAR]

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The latest view of the role fit rebuild of EC135T2 c/n 300 [the former G-NMID] at Babcock International Staverton EC135T2 G-POLD [James Lloyds]

## SWEDEN

**POLIS:** Gyronimo LLC recently completed the development of a customized weight & balance and performance iPad application for the new fleet of seven Bell 429 Global Ranger helicopters for the Swedish National Police. This fleet, received late last year, is being used by law enforcement for search and rescue, including mountain rescue, and is now the largest Bell 429 fleet in operation in the European Union.

The Swedish police Bell helicopter fleet uses a new, customized Airborne Law Enforcement (ALE) and Counterterrorism Solution from Helinet Technologies based in Van Nuys, CA. This ALE technology will support the Swedish fleet of aircraft and law enforcement in policing, public safety, and counterterrorism operations by providing real-time aerial intelligence. With the capability to live-stream HD video and data anywhere in the world via Wi-Fi and through an encrypted microwave downlink to receivers in Sweden, the technology provides critical capabilities to the Swedish police helicopter fleet. Helinet has also provided surveillance systems for the NYPD, DEA, and the LAPD.

Gyronimo appreciates the ability to deliver unparalleled customized iPad apps for airborne law enforcement pilots. With simple changes to configurations such as abseiling/fast rope, men-on-skids, hoist, non-fixed gear (baskets, floats), and interior seating and boxes, weight & balance is computed quickly to save time with flight prep. When time matters, Gyronimo performance apps make law enforcement, public safety, and search and rescue missions successful. [Gyronimo]



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## UNITED STATES

**NATIONAL:** It marked the end of an era as the UH-1 helicopters, better known as "Huey" helicopters, made their final flight at Yuma Proving Ground.

Today there are only 11 active Hueys in the army and they are all being retired—including the four that have been used for testing at the Yuma Proving Ground.

Huey helicopters were the first turbine-powered helicopters used by the military. More than 16,000 Hueys were built and 7,000 were deployed for combat in Vietnam in the 1960's.

The retired Hueys, including 70-22430, are being distributed to law enforcement agencies around the country through the Law Enforcement Support Office. Three of the Hueys are going to California, Florida, and Baton Rouge. The fourth Huey has not been claimed yet, but there is said to be 'definite interest.'

**ARKANSAS:** A Little Rock police helicopter once used as an eye in the sky for officers was up for auction throughout most of October.

Now out of use for four years the department's 1972 Bell OH-58A+ N901PD [c/n 41790 72-21124] was being auctioned with the hope it would realise a 'minimum of \$100,000' via GovDeals.com.

The 1972 Bell was offered with complete Logs and Manuals, a Rolls-Royce 250-C20C with 1,694.8 hours and an airframe time of 4,760.8. Little Rock took delivery of the former military helicopter in the late 1990s and it was officially removed from service at the end of September 2012 when a transmission rebuild was needed. The funds from the sale will be used for upkeep and maintenance on the department's two in-service helicopters and to fund a new paint job and role fit for the newer, 2001 Bell TH-57 helicopter the department received in 2015.



©GovDeals

The unit is now part time but operated more intensely until early 2003 when funding issues arose. As belied by that relatively low number of airframe hours on the aircraft for sale the fleet now tends to be used for special events rather than day-to-day patrol. Large local events like Riverfest or the University of Arkansas Razorback football game are the regular calls on air time and are flown by civilian pilots with a police observer in the helicopter to communicate with officers and other personnel on the ground. Besides large events, the aviation unit helps with criminal operations and can assist in SAR situations on a call-out basis that extends to some neighbouring units. The part-time observers include officers retired from full time police service in recent years. [govdeals]

**SOUTH CAROLINA:** Two pilots previously indicted and cleared of felony charges have filed a lawsuit against the Florence County Sheriff's Office.

Dusan Fridl and Hemming Hemmingsen have accused the sheriff's office of defamation, civil conspiracy, abuse of process, malicious prosecution and false arrest and imprisonment and are seeking compensatory damages.

Maj. Mike Nunn of the Florence County Sheriff's Office said the matter had been forwarded to the department's attorneys but declined to comment further.

Fridl and Hemmingsen were arrested and charged with unlawful entry of an aircraft by the Florence County Sheriff's Office after flying the Bell OH58A helicopter in April 2015.

The pilots took the helicopter for a preventative maintenance flight on April 6, prior to it being transferred into the possession of the sheriff's office from Lake City. The sheriff's office picked up the helicopter the following day and both Fridl and Hemmingsen were arrested shortly afterward.

The sheriff's office claimed it had ownership of the helicopter at the time of the flight and had not given Fridl or Hemmingsen permission to fly the aircraft.

Following a three-day trial in Florence County General Session Court, the jury rendered acquitted both pilots. [thestate.com]

# AIR AMBULANCE

## ALGERIA

Nuremberg based German commercial jet fleet operator FAI rent-a-jet AG has announced a one-year public tendered contract to operate two LearJet 60s out of Algiers, Algeria for medevacs and other missions. The company recently took delivery of a new LearJet 60, bringing its total count of LearJet in its fleet up to 11. The new aircraft will be used to support operations in Algeria, says FAI. <http://rent-a-jet.de/> Operations for the new contract will begin before the end of the year with two aircraft and operating crew setting up a base in Algiers. [FAI/AirMed]

## AUSTRALIA

QUEENSLAND: HEMS operator RACQ LifeFlight, based in Queensland, Australia, has acquired a Leonardo AW139 helicopter in a new lease deal from Milestone Aviation Group Limited. The helicopter has been specially fitted to support LifeFlight's EMS and SAR missions.

The vehicle is the third AW139 to be operated by LifeFlight, said Ashley van de Velde, director and CEO of the company, adding that the new deal allows LifeFlight to 'introduce new technology' to its fleet: "We look forward to greatly enhancing the services we provide to the people of Queensland as we work to save lives – anyone, anywhere, anytime."

Milestone president Daniel Rosenthal was similarly enthusiastic about the deal: "We are delighted to add to our global EMS fleet through this new partnership with LifeFlight ... we are honoured to aid LifeFlight in their critical mission to save lives." [RACQ/AirMed]

## CANADA

ORNGE: A Leonardo AW139 equipped with a Spectrum Aeromed medical interior has been completed for Ornge, the air ambulance service provider in the Canadian province of Ontario. The helicopter was deployed to a remote base located in Moosonee, Ontario Canada.

The newly equipped AW139, wearing a red and white scheme rather than the customary orange, went into service late last month with a articulating stretcher, three drawer medical cabinet and other medical equipment. [Spectrum]





## INDIA

**NO HARVEST:** The heart of a brain-dead donor patient at the Nanded government hospital was available for harvesting and a recipient too had been identified in Mumbai but the two never made it together.

There are lots of complaints about high air ambulance charges in the USA but the problem affects many other countries as air carriers are reportedly demanding sky high prices for flights or even to carry organs on scheduled flights.

Last month a medical team from Fortis Hospital in Mumbai were expected to fly in to Nanded and retrieve the heart, liver, kidneys and cornea of the 28-year-old donor who had suffered severe head injuries in a road accident.

The high cost and restrictions on the use of the air ambulance that was expected to transport the organ ended with the transfer being called off and the heart going to waste.

Though talks were initiated with an air ambulance provider the negotiations collapsed.

Meanwhile another air ambulance came to the hospital and transported the liver to a hospital in Mumbai. It was not considered feasible to transport the heart along with the liver in the same air ambulance.

The state government has shot off a letter to the Centre asking it to take immediate steps to curb such losses of vital organs. [FOI]

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## JAPAN

Two Leonardo AW109 GrandNew have been delivered to the Prefectures of Niigata and Kagoshima for Emergency Medical Services (EMS), performed by Shizuoka Air Commuter Corporation and Kagoshima International Aviation respectively.

Airbus Helicopters Japan has signed a contract with Hiratagakuen for two H145//BK117D-2s as a sales agent in Japan for Kawasaki Heavy Industries for the helicopter. A signing ceremony was held at the Japan International Aerospace Exhibition 2016.

This milestone contract is the first order for the H145//BK117D-2 achieved by Airbus Helicopters Japan. Airbus Helicopters Japan has been appointed by Kawasaki Heavy Industries as a sales agent in Japan for H145//BK117D-2 and conduct sales and support activities. To date 1,200 have been sold worldwide.

The first delivery is scheduled in 2017 and the aircraft will be used for emergency medical service (EMS) operations. Hiratagakuen currently operates 12 H135s and one H125. [Airbus]

## NEW ZEALAND

**OTAGO REGIONAL:** Based at Taieri Airfield in Mosgiel, the rescue service crew are on stand-by 24hrs a day, 7 days a week, 365 days a year offering Dunedin Hospital quick access to specialised mission crews only a few minutes' flight time away in communities of the lower South Island. In the past the operational fleet has faced limitations on its capabilities that meant that 25% of flying days were lost to weather.

The sponsored Otago Rescue Helicopter is now housed in a modern purpose built rescue base within HeliOtago's hanger at Taieri Airfield. Helicopters Otago Ltd are the Trust's operations partner and is provides a fleet drawn from the four BK117s the operator now has available [ZK-HUP, ZK-PME, ZK-TWG]. Two machines are dedicated to the rescue service but the others provide back-up.

A multimillion-dollar project has brought on line the fourth BK117 that has more up-to-date technology to enhance its bad weather capabilities.



## Notice of sale of Aircraft

### Available for sale:

Aircraft 1: MD902 Explorer G-SASH

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Enquiries to Mr Bruce Burns, Vice-Chairman: 01422 237900 or [b.burns@yaa.org.uk](mailto:b.burns@yaa.org.uk)

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The new helicopter includes an autopilot, night vision and navigational tools which allow it to operate specified GPS routes at specific heights.

The trust spent almost \$100,000 securing two exclusive GPS routes between Dunedin and Invercargill and work was under way to secure a third with options for accessing Central Otago and North Otago also being assessed.

The changes should see a reduction in no-fly days from one in four to one in five and potentially better. [Otago Times]

## SOUTH KOREA

**AIR AMBULANCE:** The AgustaWestland AW169 helicopter has been ordered for Heli-korea in the Republic of Korea. Helikorea has ordered two aircraft for Emergency Medical Service (EMS) missions. [Leonardo]

## SLOVENIA

**AIR AMBULANCE:** At the recent Helitech in Amsterdam it was quietly announced that three additional Bell 429s have been ordered by Air Transport Europe [ATE].

*Ed: Due to several negative incidents Bell have been unlucky this year with the timing of announcements – the high-profile launch of the executive fit in the 525 at Farnborough was stalled by a prototype crash and was only officially announced in recent weeks – and the September loss of the ATE fleet leader Bell 429 OM-ATR was perceived as too recent an event to allow for major marketing of this follow-on order.*

*It may be assumed that the order preceded the accident and that intended final fleet total is four.*



## UNITED KINGDOM

**DORSET & SOMERSET:** The AgustaWestland AW169 G-DSAA thought to be destined for this air ambulance was noted landing at Staverton Gloucester Airport on October 22 on delivery to Specialist Air Services for role equipping.

The Dorset & Somerset Air Ambulance Service will replace their EC135 G-DORS early next year. [MJ]

**KENT, SURREY & SUSSEX:** The UK's Kent Surrey & Sussex Air Ambulance Trust (KSSAAT) is being provided with another AW169 from Special Aviation Services (SAS). It is the second AW169 helicopter that SAS has provided for the charity. The first will enter service later this year, with the second becoming operational in 2017.

The two companies are also establishing a joint operations and third-party maintenance facility at Redhill, UK.

Adrian Bell, KSSAAT's chief executive, said of the deal: "The AW169 represents a capability shift in HEMS delivery, the like of which has not been witnessed for a long time. Patient care is at the heart of all we do. The combination of speed, endurance together with the potential to deliver patient interventions in a warm, dry and well-lit interior can only be a huge benefit to our patients."

Late last month the MD902 G-KSSA officially flew in and opened the third London hospital helipad – the £9.6M site on the roof of King's College Hospital in Denmark Hill.

About 310 patients a year are expected to be delivered to the hospital via the helipad. Previously, air ambulances landed in Ruskin Park and patients were driven 25 minutes by ambulance.

Most patients are expected to arrive by the Kent, Surrey and Sussex Air Ambulance, although the pad may also be used by London's Air Ambulance service.

The Royal London in Whitechapel and St George's in Tooting already have helipads, but the site at King's is the first in mainland Britain to use an automatic foam and water system that avoids the need for firemen to be on stand-by for a crash landing, saving the hospital £300,000 a year in staff costs.

It is hoped the helipad could be the first in London to receive patients at night and it could also be used to speed up the transfer of donated organs to King’s, one of Britain’s main centres for liver transplants.

About £3.6M was raised from charity, including a £2.75M donation from the County Air Ambulance Trust. It is opening a year later than expected after a two-million-pound cost over-run caused in part by a need to combine construction with a 60-bed critical care unit. [Evening Standard]

LINCOLNSHIRE & NOTTINGHAMSHIRE: It has been much heralded already, delivery has been accepted at the factory in Italy but it was only early last month that the new AgustaWestland AW169 finally arrived in the UK.



Arriving at the SAS facility of SAS for role fit in the new Lincs & Notts AW169 [James Lloyds]

The helicopter was flown to the UK from Italy on the last day of September and has now disappeared into the Specialist Air Services hangar at Staverton, where it will stay for up to six weeks undergoing the medical fit. Once the medical fit is complete, the AW169 will be flown to its new home at RAF Waddington to undertake training on the new aircraft. The new helicopter will be the same distinctive emergency yellow colour with Lincs & Notts Air Ambulance branding, but that is where the similarities end. The AW169 is bigger, faster, has greater endurance and will allow the crew to have 360-degree access to the patient in-flight. It is hoped that it will be operational before the end of the year. Even as this positive news was being reported in one paper another was headlining that the existing MD902 helicopter G-LNAA had been grounded after an undisclosed mechanical fault was discovered. The workload was being spread to other nearby charities. [Stamford/Grimsbey Telegraph]

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LONDON: The crest of the City of London Corporation is now affixed to the rear boom of the London AA MD902 helicopters in acknowledgement of the City of London Corporation's charity, City Bridge Trust, and their ongoing support of London's Air Ambulance.

The City Bridge Trust is the charitable trust of the City of London Corporation. They provide grants totalling around £20m per year towards charitable activity benefitting Greater London.

They are long term supporters of the charity and have funded a Patient Liaison Nurse post for the past 3 years. The Patient Liaison Nurse has been such a pivotal position within the organisation, giving our patients – who are at the heart of what we do – support and ongoing care as they recover from their traumatic injuries.

This year the City Bridge Trust have agreed to extend their funding for a further two years. [LAA]



NORTHERN IRELAND: Air Ambulance Northern Ireland and the Northern Ireland Ambulance Service Health and Social Care Trust (NIAS) have both joined the UK Association of Air Ambulance (AAA) as full members.

The AAA now represents twenty air ambulance charities, thirteen ambulance services and most the HEMS aircraft operating in the UK.

Full members of the AAA commit to the AAAs Code of Conduct which covers such as ethical fundraising, collaboration, and patient care. [AAA]

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Designed for Precision



A 3D Image of Wiltshire Air Ambulance's proposed new home on land at Outmarsh Farm, Semington. [WAA]

**WILTSHIRE:** The Air Ambulance (WAA) has submitted detailed plans for its proposed new home on land at Outmarsh Farm, Semington, near Melksham.

Wiltshire Air Ambulance is available up to 19 hours a day, 365 days a year operating a Bell 429 and a rapid response vehicle from police HQ in Devizes.

It costs £3.25M a year of charitable funds to operate the free service.

The charity was granted Outline Planning Permission for the site in February 2016 by Wiltshire Council and it carried out public consultation on the proposed design of the operations centre in June 2016.

The new home will bring together WAA's helicopter, aircrew and charity team onto one site for the first time from its current sites in Devizes and Calne. The site at Outmarsh Farm is ideally situated in the centre of Wiltshire as it would allow the helicopter to reach all parts of the county within 11 minutes, as currently happens from its base in Devizes.

Melksham does not have an ambulance station, the air ambulance therefore pitched the option that they might provide enhanced medical cover for the area using the helicopter or their Rapid Response Vehicle.

The design of WAA's proposed new home is a two-storey building of just under 1,500 square metres.

Set helicopter departure and approach routes have been identified to avoid populated areas. In addition, no fly zones will be applied over Bowerhill, Berryfield and Semington, unless the helicopter is attending those areas.

The new planning application can be viewed online at [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk) and the reference number is 16/09699/FUL.

## UNITED STATES

**ALABAMA:** The Commission on Accreditation of Medical Transport Systems (CAMTS) has re-accredited AirMed International critical care transport operations through to July 2019.

With global reach, AirMed International is one of the leading air medical transport companies in the world, having performed more than 20,000 missions in over 150 countries on seven continents. AirMed offers medical care and bedside-to-bedside transportation on a worldwide basis and has some of the most experienced air medical crews in the industry. CAMTS accreditation covers AirMed's fleet of dedicated medical transports, paediatric intensive care, cardiac care, perinatal, neonatal and adult patients. The organization's rigorous standards address issues of patient medical care, aircraft safety and program quality. Chosen as a preferred operator for many of the top hospitals around the globe, as well as a contracted carrier for the U.S. Department of Defense, AirMed operates its own fleet of fully customized and permanently configured jets from multiple bases strategically located across the globe. For more info go to [www.airmed.com](http://www.airmed.com)



MASSACHUSETTS: Jet Logistics announces the recent delivery of a new King Air B200 turbine jet air ambulance aircraft to Boston MedFlight, the Critical Care Transport operation for a consortium of six leading Boston, Massachusetts-area hospitals.

The operator services Burlington, Vermont. Bangor, Maine. Nantucket Island with the fixed wing aircraft but on occasion ranges across the USA.

Boston MedFlight's King Air allows the delivery of ICU-level care above the clouds. Missions are always bedside-to-bedside, flying into the nearest airport and then to the hospital via road ambulance. The King Air will fly an average of 200 missions per year and if appropriate the operator has access to a jet for very long-range critical care transport missions. The project was managed thru Jet Logistics' Aircraft P.L.U.S. program, which delivers various Purchase / Lease / Upfit / Sale services to various air medical, government and corporate clients.

The Boston MedFlight's Beechcraft King Air B200 features a glass cockpit ProLine 21 avionics suite, twin Pratt & Whitney PT6A-42 turbine jet engines, and various exterior and interior mods performed in-house by Jet Logistics and Jet Logistics Technical Services. The CAMTS-compliant interior includes features such as non-skid flooring, sanitary-friendly interior materials and surfaces, satellite tracking, cabin intercom system to facilitate personnel communication and patient care in-flight, and a Spectrum 2800-series medical stretcher system. In addition to vetting and acquiring the aircraft, Jet Logistics continues to manage BMF's fixed-wing air medical transport operations.

This project showcases the capabilities and performance of Jet Logistics Air Carrier (14CFR Part 135) and Maintenance Repair Organization (14CFR Part 145) capabilities in meeting the needs of the customer - Boston MedFlight.

*Editor: Boston Medflight have access to Sikorsky S-76 and Airbus Helicopters EC145 helicopters as well as the fixed wing. Each helicopter carries a pilot and a highly trained medical team of two: a critical care transport nurse and critical care transport paramedic. They respond to the scene across New England and work with the local emergency service personnel to stabilize the victim for air transport to the trauma centre.*

*Helicopter transports of very sick and seriously injured patients account for 56% of Boston Med-Flight missions with approximately 1,800 helicopter missions per year—an average of 4.9 flights a day. Boston MedFlight operates three of the four helicopters based in Massachusetts from bases at facilities at Hanscom Field, Plymouth Municipal Airport and Lawrence Municipal Airport.*



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



MONTANA: Life Flight Network, the company that administers air ambulance service in Missoula, will remove its Metro Aviation contracted aircraft from a base at the airport at year's end.

Patients who need to be taken to specialty care services at Level 1 trauma centres, such as those found in Seattle and Salt Lake City, are likely to use the Life Flight aircraft stationed in Butte, Dillingham or Spokane instead. If needed for more distant flights a jet is available.

After Life Flight Network purchased Northwest MedStar, which had provided Missoula's air ambulance services since 2014, became final in April, the company examined its resources and found duplication of service between the planes in Missoula and Butte.

Missoula had a dedicated air ambulance service since 1981 with a plane stationed in Missoula since 1989.

# FIRE

## JAPAN

FUKUOKA CITY: Airbus Helicopters Japan has signed a contract for one AS365N3+ with the Fukuoka City. The twin-engine Dauphin family aircraft will replace the currently operated AS365N2. The delivery is scheduled in spring 2018.

The Fukuoka City Fire Department currently operates a fleet of one AS365N2 and one AS365N3+ for firefighting missions. Fukuoka City first introduced the Dauphin family in 1990.

The operator has been flying European helicopters since the mid-1970s, it operated the SA316B and replaced it with a Dauphin role equipped in the UK by McAlpine Helicopters in 1990. That machine was replaced by the first SA365N3 in 2008.

Currently, a total of 54 Dauphin helicopters (50 AS365s and 4 H155s) are operated in Japan. Seven AS365s are deployed by the Japanese police agencies and 23 AS365s are flown in firefighting and disaster relief missions.



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# SEARCH AND RESCUE

## AUSTRALIA

**MARITIME SAFETY AUTHORITY:** A fourth missionized Challenger aircraft - designed to provide enhanced SAR capabilities in support of the Australian Maritime Safety Authority's (AMSA) operations - has been delivered by Field Aviation to Cobham Aviation Services.

Field Aviation designed, installed, flight tested, and certified structural, electrical and aerodynamic changes to the aircraft. These included a lavatory, galley, and cabin area reconfiguration, as well as the installation of the various sensor provisions and aerodynamic modifications. Cobham Aviation Services completes the aircraft with the installation of sensors and a mission management system once they arrive in Australia.

Cooperation between the two companies creates a highly-advanced turnkey solution for AMSA, with jets that have been specially modified to incorporate new generation sensors and SAR equipment including two belly radomes (search radar and direction finding system), a retractable EO/IR camera located in the tail of the aircraft, observation windows and an air operable cargo door.

Field Aviation has a long history with Cobham Aviation Services on the Australian Border Protection program. This history, along with Field's experience modifying Bombardier Challenger aircraft for the Royal Danish Air Force and Boeing's Maritime Surveillance Aircraft (MSA) program, made Field Aviation the ideal choice for this project.

In October of 2014, Adelaide-based Cobham Aviation Services was awarded a 12-year contract to procure, modify, crew, operate, and maintain four Bombardier Challenger 604 aircraft for AMSA. These aircraft will replace the Dornier Do328-120 turboprop aircraft currently in service. Three aircraft have already undergone initial structural and aerodynamic modification by Field Aviation and are currently having their sensors and mission management systems integrated by Cobham in Australia. The first aircraft entered service in August 2016 with all four aircraft on line by early 2017. They will be based in Perth, Cairns, and Melbourne, with the fourth being used as an operational spare and training aircraft.

## EUROPE

On October 6 at the Bulgarian-Turkish border, EU launched the European Border and Coast Guard Agency a new formation that will closely monitor its external borders. It will work closely with member states on identifying and reacting to potential threats. Recruitment, on a large scale, is under way. [Frontex]

## NEW ZEALAND

**TARANAKI:** The salt air in the area has temporarily grounded the prime helicopter for remedial maintenance.

The Taranaki Community Rescue Helicopter Trust AgustaWestland 109E Power will be out of action for about six weeks after corrosion was discovered in the cladding around its transmission during a routine check. The repairs are expected to cost up to \$130,000 and put the operation into a backup helicopter.

The trust had the money to cover the repairs but it will need to rebuild cash reserves again to maintain its free 24 hours a day, 365 days a year, service. It has flown over 170 missions so far this year.

## UNITED KINGDOM

**UK COASTGUARD:** Until they ceased UK SAR operations earlier this year the Ministry of Defence published a series of statistics relating to military SAR. The statistics are available up to February 2016.

New experimental statistics presenting findings on civilian search and rescue helicopter (SARH) tasks, with breakdowns by the tasking category (rescue or recovery, search only, support), the location and the time spent on task are now being made available.

These data are derived from an administrative system used by the helicopter operators, and

provided to the department by the Maritime and Coastguard Agency (MCA). As these are new statistics, still in the testing phase they are subject to change as user needs are determined. National Statistics designation will be sought in due course.

Bristow Helicopters Limited has reached the third anniversary of delivering the Gap SAR search and rescue contract from Sumburgh and Stornoway on behalf of the Maritime and Coastguard Agency.

Bristow, which has a 45-year history of delivering search and rescue services in the UK, took over running the HM Coastguard service at Sumburgh on 1 June 2013 and at Stornoway on 1 July 2013.

The Northern Scottish bases have carried out over 900 missions in the past three years of operation, with both Sumburgh and Stornoway responding to a similar number of tasks. The company delivered Coastguard SAR operations in the north of Scotland for a total of 27 years, from 1983 – 2007 and then again from 2013.

In 2013 Bristow won the UK Government national contract to deliver SAR operations on behalf of the Maritime and Coastguard Agency (MCA). Seven of 10 strategically located bases have taken over the helicopter SAR responsibility from the military in a phased approach throughout 2015 and 2016. The remaining three, two of which are already operated by Bristow, are set to become part of the new contract in 2017.

In August Bristow Helicopters, Limited reached the first anniversary of delivering search and rescue (SAR) operations on behalf of the Maritime and Coastguard Agency, from the base at London Ashford Airport.

The HM Coastguard service became operational at Lydd on 14 August 2015 and statistics for the base's first year, show that the crew at Lydd responded to over 180 tasks from the Aeronautical Rescue Coordination Centre (ARCC).

The HM Coastguard service became operational at St Athan, South Wales on 4 October 2015 and statistics for the base's first year show that the crew responded to around 200 tasks from the ARCC.

## UNITED STATES

ALASKA: North Slope Borough (NSB), Alaska, received its first S-92® helicopter N917CB dedicated to search and rescue. Acceptance of the aircraft occurred in a ceremony at Sikorsky's local agency.

The helicopter will offer NSB residents airborne response to aero medical evacuation (medevac), SAR and other emergencies. NSB is located above the Arctic Circle and experiences some of the harshest cold weather conditions in the world, with temperatures as low as -55°C with the wind chill. NSB has a total area of 94,796 square miles of which 88,695 are land and 6,101 are water, thus the need for a long-range, all-weather capable aircraft.



*The Sikorsky S-92® helicopter will perform SAR missions in America's northernmost municipal government, encompassing nearly 95,000 square miles across northern Alaska and the Prudhoe Bay oil fields. [Photo credit: Skip Robinson]*



# INDUSTRY

Complementing their EASA-approved ELT service capabilities, **Adams Aviation** has now invested in a new workshop dedicated to the repair of a wide range of headsets. Specialising in, but not limited to, the repair and service of aviation headsets, adapters, helmets and ground crew equipment, it will be managed by industry specialist Oliver Anastasi.

Their aim is to provide a reliable, quality service at a fair price and with a quick turn-around time. Also, like their ELT capabilities, they will be offering an on-going fleet management service programme, as well as sales support on replacement units.

They offer No inspection or cost-to-date fees, Flat-rate labour charges, use Genuine manufacturers' replacement parts fitted by Experienced fully-trained technicians.

Adams can retro-fit ANR systems installed to most types of headsets and helmets and are ISO9001-2008 accredited

Capabilities include the major manufacturers of Avcomm, David Clark, Elno, Flightcom, Holmco, Peltor, Pilot, Roanwell, Sigtronics and Telex. [headsetrepairs@adamsaviation.com](mailto:headsetrepairs@adamsaviation.com)

Although it has been the subject of several news stories in PAN since 2015 the manufacturer has only just announced the launch of the smallest and lightest electro-optical/infrared (EO/IR) airborne imaging system from **Wescam**. The MX-8, designed for small tactical UAVs, light manned Intelligence, Surveillance and Reconnaissance (ISR) aircraft, and tactical aerostats requiring lighter high performing imaging solutions.

The fully digital MX-8 has an installed weight of 15 pounds, or 6.8 kilograms, with a clearance level of less than 11 inches, and can support up to four sensors simultaneously. It contains all the geolocation capabilities of L-3's larger MX™-Series systems and is equipped with an advanced image processing suite that produces real-time image enhancement across all sensors.

L-3 WESCAM is part of the Integrated Sensor Systems (ISS) sector within L-3's Electronic Systems business segment. The company is a world leader in the design and manufacture of stabilized, multi-spectral imaging systems. To learn more about L-3 WESCAM, please visit the company's website at [www.wescam.com](http://www.wescam.com).

**FEC Heliports Worldwide Ltd** [Federal Equipment Company] has sold their HEMS-Star® portable LED helipad lighting system to the United Nations for the Multidimensional Integrated Stabilization Mission in Mali (MINUSMA).

MINUSMA was established by the Security Council in April 2013 to support political processes in Mali and carry out several security-related tasks. The Mission focuses on duties, such as ensuring security, stabilization and protection of civilians; supporting national political dialogue and reconciliation; assisting the re-establishment of State authority, the rebuilding of the security sector, and the promotion and protection of human rights in that country. The United Nations operates in some of the most extreme and remote regions on the planet and currently the MINUSMA mission has a total 15,209 uniformed personnel, both military and police from 121 countries operating in Mali.

HEMS-Star® is a rechargeable portable battery powered LED lighting system designed for rapid deployment to provide safe and effective marking at designated or ad-hoc landing areas, it is wireless enabled for remote or pilot VHF activation.

NVG compatible red, blue, green, white visible LEDs and infra-red and is programmable to show steady -on, flash warning, location beacon or Morse Code.

FEC Heliports portable lighting systems have been deployed on a global scale in the United Kingdom, USA, Russia, Bangladesh, Mozambique, Kenya, Mexico, the Philippines and Japan.

**Viking Air Limited** of Victoria, British Columbia, has now completed the acquisition of the Amphibious Aircraft program from Bombardier, including transfer of the Type Certificates for the CL-215, CL-215T, CL-415 aircraft and all variants to Viking.

Viking is now designated as the Original Equipment Manufacturer (OEM) for the amphibious aircraft fleet, including full manufacturing design rights for all variants. Viking also assumes responsibility for in-service product support for the fleet of 170 water bombers currently in

operation in 11 countries worldwide.

Originally launched in 1969, the CL-215 water bomber forms a key part of Canada's rich aerospace heritage and led the way for further development of the design. The CL-415 variant was introduced in 1994, and has since built a reputation as the best aerial firefighting aircraft in the world, earning the nickname "SuperScooper" due to its ability to scoop a 6,137-litre load in 12 seconds while skimming at high speed over the water.

**FLIR Systems, Inc.** has reached a definitive asset purchase agreement to acquire the business of Point Grey Research, Inc., a leading developer of machine vision cameras for use in industrial, retail, scientific, traffic, mapping, and other advanced imaging applications, for approximately \$253M in cash.

Founded in 1997 and based in Richmond, British Columbia, Point Grey is a global leader in the development of advanced visible imaging cameras and solutions that are used in industrial automation systems, medical diagnostic equipment, people counting systems, intelligent traffic systems, military and defence products, and advanced mapping systems. Point Grey designs, manufactures, and distributes its cameras and related software to a global base of customers that build systems for improving the efficiency, quality, analysis, and safety of a wide range of processes and products.

The research is related mainly to airline flight crew but a recent report of the effects of **Jet-lag** is probably going to assist everyone that regularly travel the world's airways.

Researchers are suggesting that the main assistance to reducing the effects of long-distance cross time-zone travel is by adjusting meal times on the ground.

Traditionally cabin crew rely on sleep strategies (sleeping in a dark room, avoiding caffeine before bedtime etc.) to alleviate jet-lag, but these do not reset body clocks.

A study published recently in the journal *Psychology and Health* has found that jetlag in long-haul cabin crew is alleviated when meal times are regulated on their days off.

Sixty long-haul crew members took part in one of two tests – either a plan to eat regular meals on their days off or no plan for regular meals. Most of the participants had three days off after their trip. The results found that meal times were important for the general wellbeing of cabin crew and for helping to adapt the body clock during days off.

Many crew tend to rely on sleep rather than eating strategies to alleviate symptoms of jet-lag, but this study has shown the crucial role meal times can play in resetting the body clock.

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Further research will see whether the positive effects shown through a regular eating plan persists for a longer follow up period and whether the effect is down simply to regular meals or whether timing and what you eat has an effect.

The **European Aviation Safety Agency (EASA)** Air Operations Regulation (EC) No. 965/2012 contains implementing rules for all aircraft operations which fall under European legislation. The Regulation already applies to those undertaking commercial air transport and non-commercial operations. It will soon be extended to cover Specialised Operations. 'Specialised Operations' means any operation other than commercial air transport where the aircraft is used for specialised activities and this includes photography, surveying and observation and patrol. This covers much of what used to be called 'aerial work.'

An Information Notice (IN) has been issued by the UK CAA to notify operators, owners and pilots undertaking Specialised Operations of a website, set up by the CAA, giving details of the introduction of the rules which will affect them from April 21, 2017.

The website can be accessed at [www.caa.co.uk/SPO](http://www.caa.co.uk/SPO). For further guidance contact the [ISPTechnicalSupportTeam@caa.co.uk](mailto:ISPTechnicalSupportTeam@caa.co.uk)

**DART Aerospace** has expanded its Approved Maintenance Center (AMC) network to Europe offering competitive aftermarket solutions. Helicopter operators and private owners in this region now have the option to deal with their local Approved Maintenance Center (AMC) or with DART's regional offices. DART's new AMC partners in Europe are Agrarflug



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Helilift GMBH, Eurotech S.R.L., Heliswiss Ibérica, S.A., Heliwork Services Ltd, and Rotor Team Helicopter Services.

The DART Aerospace Europe team of Andrien Dillard and Lewis Brooks have a new UK based office at 1 Bell Street, Office G01, Maidenhead, SL6 1BU, United Kingdom.

The expanded presence offers small- and medium-sized helicopter operators and private owners in Europe, regional access to dedicated partners that are qualified to offer DART aftermarket solutions. AMC partners are also able to offer their customers highly competitive terms.

DART launched its North American AMC Network branch in January 2016 and its Australasia branch in May 2016 and is looking forward growing its European customer access through these new partnerships. Members of this select network are leaders in their regions and were carefully selected by DART for their market reach and quality of service. Additional AMC partners will be announced soon in other regions. [www.dartaerospace.com/amc](http://www.dartaerospace.com/amc).

Despite successful tests of many fuel-saving and noise-reducing features aboard its EC135-derived Bluecopter demonstrator, **Airbus Helicopters** is unlikely to transfer any of the technologies to the current iteration of its best-selling light helicopter. The manufacturer is looking to simplify production as a means of keeping costs down and reacting to customer feedback.

Airbus Helicopters' problem is that from early 2017, it will be producing three separate variants of the 2.9t rotorcraft. As well as the current H135 P3 or T3 models, which were introduced in late 2014, its output will also consist of aircraft fitted with the new Helionix avionics suite, as well as those built to the older P2/T2 standard.

The push to simplify production means that none of the technologies validated by the Bluecopter demonstrator over the past two years will make their way onto the H135 in the short or medium term. [Flight Global]

Twenty years after its entry into service continuous evolution has ensured that the H135 has significantly extended its performance and mission capabilities. More than 300 customers in 75 countries operate the H135 for a wide range of missions including EMS, law enforcement, corporate transport, offshore wind and military flight training.

During a press event at Helitech, Steffen Lutz, CEO of German rescue organization **DRF**





**Luftrettung** said: "As launch customer of the H135 in 1996, we can now look back on twenty years of rescue operations with this helicopter. The H135 has proven a safe and reliable workhorse and enabled us to save thousands of lives. We have had first-hand experience of the benefits brought by the performance and mission improvements introduced by Airbus Helicopters over the past two decades, and they have proved critical when we put them to use daily in our most demanding HEMS missions. As a long-term operator of the H135 family, we are particularly looking forward to receiving the new Helionix-equipped version in 2017."



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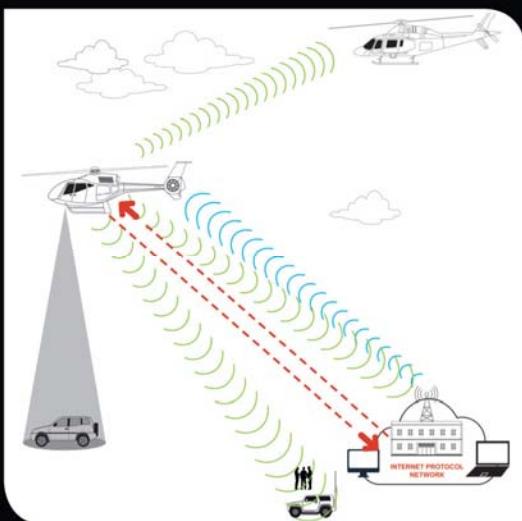


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The integration of Airbus Helicopter's Helionix avionics suite underlines the constant development of the H135. The cockpit system with 4-axis-autopilot – which already equips the H175 and H145 family - will further reduce pilots' workload and provides an unrivalled level of safety. The H135 with Helionix will receive certification by EASA in the coming weeks.

The first EC135, powered by two **Safran Arrius 2B** engines, was delivered in 1996, two years after the first flight of the type. Eighteen years later the Arrius 2B2Plus entered service on the latest evolution of the rotorcraft family and remains the power plant on offer. The engine has also one of the highest TBO in its class (4,000 hours) and is also certified on the H135 with and without an inlet barrier filter. With eight million recorded flight hours, the Arrius fleet is over 3,000 engines operated by 430 customers in 60 countries.

**Lord Corporation** a leader in the management of vibration, noise and motion control – has announced the FAA Designated Engineering Representative (DER) approval for optional installation of the tail skid weight on the Bell 206.

The tail skid weight, included in the LORD elastomer tail rotor trunnion bearing kit (P/N LB2-1010-20-1), is now an optional installation and only required as needed to assist in the dynamic balancing of the tail rotor hub assembly.

The LORD tail rotor trunnion is specifically engineered for the Bell 206 to reduce maintenance time and keep aircraft in the air longer. Due to self-centring of the elastomeric bearing in the hub, installation is relatively quick and easy with no effect upon the static balancing procedures currently used. After the elastomeric tail rotor bearing, has been installed in the tail rotor hub and blade assembly, installation on the aircraft remains the same. Dynamic balancing is accomplished with the same balancing equipment and procedures as currently used. The kit eliminates lubrication at 50 hours or after exposure to rain and snow, and eliminates grease from blades and blade feathering bearings – prolonging bearing life and improving aesthetics. Since the trunnion has been installed on hundreds of Bell 206 helicopters and has proven to deliver at least 2,500 hours between maintenance, operators can keep their aircraft flying an average of three times longer between tail rotor trunnion maintenance, therefore reducing costs.

**Astronics Corporation** subsidiary Astronics Max-Viz has announced that its Max-Viz 1400 Enhanced Vision System (EVS), a lightweight, solid state, low power system with a high

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resolution 640x480 uncooled thermal detector for fixed and rotor wing aircraft has been certified to DO-160G standards by the Radio Technical Commission for Aeronautics (RTCA). DO-160G is the industry standard for the environmental testing of avionics hardware and is recognized by the International Organization for Standardization (ISO) as de facto international standard ISO-7137.

The Max-Viz 1400 meets or exceeds RTCA standards to include resistance to temperature, altitude, humidity, shock, vibration, water, sand and dust, fungus, magnetic effect, power spikes, audio and radio frequencies, lightening, icing and flammability.

The sensor image can be presented on any video-capable display that accepts Composite video (RS-170) NTSC or PAL/Analog signals. The one-and-a-half-pound system features a digital image zoom capability, integral window heaters for operations from -55 to +70 degrees Celsius and pixel nonconformity correction.

The Max-Viz 1400 EVS complements synthetic vision displays, allowing pilots to see transient obstructions, like wildlife and construction barriers not in synthetic vision databases. The system gives real time confirmation of the operating environment, as well as supporting the approach to landing transition from Instrument Flight Rules to Visual Flight Rules in marginal visual conditions.

Anyone who has flown recently will have noted that cabin crews have been at pains to highlight potential problems with the **Samsung's Galaxy Note 7** device. Generally, it has been switch it off, do not charge it in flight and notify the crew if you have one in the hold baggage.

The problems for this now stalled production device took a turn for the worse in mid-October when the US Department of Transportation and Federal Aviation Administration issued an emergency order banning it from air transportation in the US.

Now individuals owning or possessing Samsung Galaxy Note7 "may not transport the device on their person, in carry-on baggage, or in checked baggage on flights to, from, or within the United States". The ban governs only US airspace but airlines worldwide are now expected to implement the ban.



Although it is not by any stretch the first unmanned aircraft to be placed in a museum Insitu made a big thing of their donation to the **Smithsonian's National Air and Space Museum** of their ScanEagle N202SE. It was the first unmanned aircraft to perform an FAA-approved commercial beyond visual line of sight flight in the United States' National Airspace System. ScanEagle N202SE will reside in the Boeing Aviation Hangar at the museum's Steven F. Udvar-Hazy Center in Chantilly Virginia

The trials continue and recently a team of engineers from NASA's Ames Research Center in Moffett Field, California, flew four unmanned aircraft systems beyond the operator's visual line of sight during a flight test at Reno-Stead Airport in Reno, Nevada.

The tests, led by NASA in coordination with the Federal Aviation Administration (FAA) and several partners, were the latest waypoint in solving the challenge of the craft flying beyond the line of sight (BLOS) of human operators without endangering other aircraft.





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# ACCIDENTS & INCIDENTS

**2 September 2016 MD Helicopters MD520N N.** Honolulu Fire Department. On the Hawaiian island of Oahu, the helicopter was undertaking a long line rescue of a male from brush close to a metal electric utility pole using a webbing basket. On lift with rescued person and fireman the basket drifted to the electric pole and became entangled in the wires and insulators. The apparently unsecured fireman was tipped out and fell some 30 feet to the ground. The unidentified member of the Hawaii Fire Department broke ribs and suffered internal injuries in the fall. For some seconds the basket remained tangled with the pole and had to be jerked free with the rescued person still inside. It's reported that the pilot of the MD520N helicopter has been taken off duty. Disquiet has been expressed that neither party was secured to the basket and that the firefighter appeared to be wearing no safety equipment. [KITV]

**21 September 2016 Beech BE200 N912MN** Air ambulance of Careflight Avera McKennan, Sioux Falls, South Dakota USA. After lift-off and shortly after gear retraction a thumping noise was heard from under the lower left nose of aircraft. With no engine and systems issues the flight continued to the destination. A post flight inspection revealed damage around the aircraft with blood, feathers, and other bird matter in four locations on the aircraft. The first was a large depression in the leading edge of the left wing just outboard of the de-ice boot stall strip. The second strike was a depression on the forward side of the left exhaust stack. The third strike was a slight indentation on the right of the nose, just forward of the avionics bay access panel starting at the upper forward corner. The last strike was located on the root of the left horizontal stabilizer leading edge including some slight fairing damage. [Concern]

**27 September 2016 Leonardo AW119 N** Air Ambulance of Life Flight Network. Helicopter in flight called an emergency near Butte, Montana. The locally based helicopter circled for at least 30 minutes before landing safely at Bert Mooney Airport and a patient on board was transported by ambulance to St. James Health Care, where the aircraft had initially intended to land. The fault was reported to be a malfunctioning gauge that was preventing it from throttling down its engine. [Media]

**29 September 2016 Bell 407 N361SF** Air ambulance. The Survival Flight helicopter crashed outside Comanche County Memorial Hospital Oklahoma as it headed back in after taking a patient to Oklahoma City. As it approached the building, something went wrong, forcing the pilot to make an emergency landing. He avoided any buildings and power lines, but one of the rotors hit a car and a brick fence at a house. The pilot and the three-member crew on board escaped injury and walked away from the crash. The aircraft came down upright but with severe damage to the skids and main rotor. There was no fire. [KSWO/PAR]

**29 September 2016 Bell 230 N903SH** Air ambulance of AirMed Sanford. In Fargo, North Dakota a crane was called in to remove a helicopter stuck on the top of Sanford Hospital in central Fargo. As the helicopter was landing it received minor damage to the tail rotor. It was able to land safely on the rooftop helipad. No patients or crew members were on board with the pilot, and there were no injuries. [Concern]

**8 October 2016 Bolkow BO105CB 09\*121** Guardia Civile Helicopter flying within confined space surrounded by fence and poles at Guardia Civil HQ facility in Las Palmas, Canary Islands during public open day with public audience rotated on its axis during a series of low taxi passes and damaged tail rotor on fence. Take-off abandoned safely. [Media/YouTube]

**10 October 2016 Bell 206B N** Los Angeles Police Department made a precautionary landing in a schoolyard. The Police Department says the crew is safe after the landing west of downtown.





Los Angeles Unified School District spokeswoman Monica Carazo says no one was injured and the Dr. Sammy Lee Elementary Medical and Health Science Magnet school was put on lockdown as a precaution. According to the report, the helicopter is a Bell 206B. [Daily Progress]

**14 October 2014 Powered Parachute N9300K.** Surveillance aircraft of Calhoun County Sheriff's Office, Arkansas, USA. Aircraft experienced a loss of lift and crashed. Some damage and slight injury at Gastons Airport, Lakeview, Baxter County AR.

**23 October 2016 Airbus Helicopters AS350B3 N858WB.** Air ambulance of Gallup Air Medical Resource in New Mexico. The helicopter responding to a rollover on Highway 566 near Church Rock, McKinley County New Mexico was struck by the car of a suspected drunk driver. According to McKinley County Sheriff's Office, the helicopter landed near the rollover and the crew exited to assist in the rescue. The initial rollover accident occurred between 1:15 a.m. and 1:30 a.m. but it was nearly an hour later that the vehicle driven by a 26 years old man from Gallup drove through barricades at speed and struck first a fire truck and then the helicopter. The helicopter tipped over onto its port side damaging two MRB. There were no injuries. [Media]



**24 October 2016 Fairchild Metroliner N577MX** Aircraft registered to Luxembourg based CAE and believed leased to French Customs crashed in Malta killing all five people on board. The flight was heading for the city of Misrata in Libya on a people smuggling mission. The twin-engine aircraft went down during take-off from Malta International Airport [Luqa]. The plane suddenly tipped to its right side and dived into the ground exploding into a huge fireball on impact. [Media]

## FLIGHT SAFETY

In New Zealand the safety watchdog, the TAIC, has highlighted problems with the Robinson product in the country. It says that they could be at risk of "catastrophic" accidents because of an issue called mast bumping.

These incidents have raised concerns about the risks of flying Robinson helicopters in the mountainous terrain and strong winds that are common in this country.

Mast bump is contact between an inner part of the main rotor blade and the main rotor drive shaft atop the fuselage, otherwise known as the "mast".

About 300 Robinson helicopters are currently registered in New Zealand comprising about 40% of the total helicopter fleet.

New Zealand authorities have investigated 14 mast bumping incidents that have claimed 18 lives since 1996.

Four earlier recommendations made as a result of Robinson mast bump accidents have yet to be actioned so concerns remain that there is a real risk that this type of accident will recur. The TAIC can only make recommendations, and it is up to regulators, operators, the Government and the people involved in transport every day whether to embrace them or not. [Newshub]

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# PEOPLE

After nearly five years, CEO Graham Hodgkin has left London's Air Ambulance. Prior to joining LAA, Hodgkin completed over ten years with Deutsche Bank.

Since he joined LAA in November 2011 as CEO, he has overseen the organisation ramping up fundraising to new levels and taking on a second MD Explorer to ensure maintenance downtime on the first helicopter was adequately resourced.

The replacement CEO role at LAA was being advertised in September but appears to have been filled by month end and taken off the web.

*Ed: This story was run in early October by Jeremy Parkin of Helihub. It is noteworthy that he highlights the levels of pay being set aside for the remuneration of such as Hodgkin and that he appears to have been one of highest paid CEOs in the British charity air ambulance business.*

*He suggests that the salary was over £120,000 in 2014/15. There are differing opinions of the acceptable levels of payment for these charity officials. Two other British air ambulance charities also have CEOs paid at this rate, and there maybe more.*

Lee Marshall has been appointed to newly created role of Director of Training Services at CarteNav Solutions.

Mr. Marshall brings extensive operational experience in airborne policing, training, and course design and delivery. He began his career as an instructor in the British Army, specializing in weapons and tactics. After joining Essex Police in 1990 he had various roles until in 2004, he qualified as an Air Observer and a year later became a Air Observer Training Officer.

More recently, on transfer to NPAS he was a Tactical Flight Training Officer and became involved in the creation and delivery of the national selection process for new TFO's and headed up the training for the EC135 T2 Upgrade project. This saw him liaising closely with the team at Bond Helicopters and CarteNav in order to create and deliver the National Training package for the helicopters. Lee retired from NPAS at the start of September. Initially, Mr. Marshall will be working closely with CarteNav's VP Business Development and VP Service while he develops a flexible training strategy to meet the requirements of both new and existing customers.

A blast from the past is an item on Social Media. It seems that the former NPAS boss Supt Richard Watson is doing quite well at his new job with Mums Bake cakes. GOD as he liked to be known reckons the new company he is involved with is on the shortlist for the 2016 Great British Entrepreneur Awards.

Over 100 entrepreneurs have been announced as the finalists in the Awards and Mums Bake Cakes is one of seven short-listed under the **Food & Drink Entrepreneur of the Year category**. Paula Wilkinson is the 'Front Person' for them. Meanwhile they had to wait another few days to see who gets the accolade at a Gala Final taking place on November 22 in the Ballrooms of the Lancaster London Hotel. [www.mumsbakecakes.co.uk](http://www.mumsbakecakes.co.uk)




## MOVE ALONG THERE

As this edition closed a story was breaking about the poor service being offered to mobile phone users in the UK.

Readers may recall that the future of emergency services communications in the UK is to be based on the cell phone network and yet it is now being claimed that for some the preferred 4G coverage is significantly below 50%. That is not good enough for an emergency services communication system.

Although 600 sites were identified for new cell phone towers only 75 were actually erected before the scheme was abandoned.



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In recent week's The Editor has been busy researching the location and date of the next edition of PAVCon. It is intended to be in the UK but the detail was not [and is not] settled. The fact that the location was not set meant that there were several options investigated including Lippitts Hill the London area base.

One intention was to consider an approach Sir Bernard Hogan-Howe the Commissioner of the Metropolitan Police, to ask to use Lippitts. Sir Bernard once undertook the Keynote at a police aviation conference organised by the Editor so he was aware of the format.

Within two days of the thought voiced Sir Bernard suddenly and unexpectedly announced that he was retiring early in February rather than September 2017.

PAN denies any connection with the early retirement decision!

## THOUGHTS FROM THE HIGH GROUND

Snow is already falling in Austria and thoughts turn to an increase in search and rescue past and present. A recent incident in Honolulu brought matters to mind how people are often unprepared for what they do.

The tale of two Dutch friends, 27 and 30 years old, taking a hike in mid-June on the little Gabriel in Golling near Salzburg was perhaps a worst case scenario.

The men started at the Gollinger waterfall and climbed along the way to the Summit. The friends forced their way up through slippery and wet terrain. It was hard work and the by now 'intimidated' duo had hopes that an easier return route would present itself.

It was not to be, the top arrived and it became clear to the hikers, they would have to return via the same route as no alternative trail presented itself. In state of 'intimidation' the two decided to make an emergency call on the grounds of exhaustion rather than any imminent danger. Dutifully a police helicopter turned up and flew them down to the valley.

Their ruse, the lack of any real emergency, was later discovered as they had left a message in the summit log book, 'going back via helicopter'. The case is ongoing as the authorities were not amused, as will be the two Dutch friends as a talked about €2500.00 bill is surely coming their way.

I am recovering from a hip operation so life has slowed a bit and hospital matters are more on the mind.

On the Sunday, perfect weather, no cloud, 25 plus C, there were least seven helicopter arrivals at the Hospital, I asked if there had been a crash of something, no, 'hill' walkers for the most part.

Indeed! On a trip (nominally 5-7hrs depending) up the back end of Germany's highest mountain (Zugspitz) I came across a bloke in shorts (no big issues if you are carrying extra clothing for higher up) with a pair of training shoes with a plastic bag with ¾ litre of water as his 'rucksack'. I was carrying (as were most) in a rucksack (all those body hugging fittings and clasps so the rucksack 'fits' the body) extra clothing plus 4 x 1.5 litres of electrolyte mixed water, plus a heavy pair of boots (there is a sole stiffness issue above 1800 metres, the 'softer' trekking sole, much loved by those not in the know, twists in the rocks that become more prevalent when the 'sound of music' mountains give way to the real stuff. He was destined to fail as are yearly tens of others similarly attired. Maybe we need a sign, 'if you are not suitably attired, not fit enough, and you injure or cause others to be injured by your reckless and thoughtless behaviour, a helicopter rescue is going to cost so many thousands of £ \$ € ¥', issued by the tourist boards.

Perhaps hoist presentations should be given to trekking clubs and the general public!

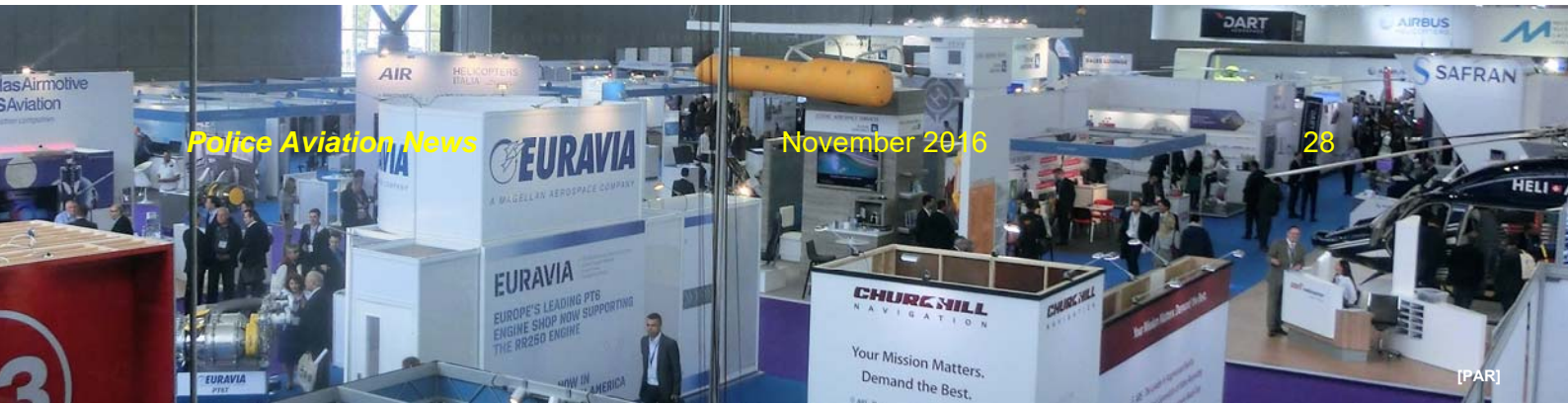
On the other side of the coin the PAVCon Conference already regularly underlines the point that air operations should never advertise a service that they are unable or ill-equipped or trained for.

So why one wonders is there now footage of an air rescue in the Pacific of an erstwhile rescuer apparently wearing his Sunday best uniform rather than any acceptable rescuers gear and falling ignominiously [but fortunately not fatally] out of the rescue basket?

In this ever increasing PC world we live in perhaps an occasional 'NO' might work wonders.

*Gareth Davies*





## EVENT REPORT HELITECH AMSTERDAM

An event like Helitech is usually worthy of a Special Edition but with the ongoing depression in the helicopter industry for this year's event it was not. It was a quiet show with only four airframes and a lot of open space and perhaps a decay in both exhibitors and visitors but it was also quite clear that it was successful. It delivered on bringing good quality contacts to the show and I failed to find any of the exhibitors who complained about the event.

The presence of just the four airframes was put forward by some as an indication of a failed show but as ever the number of aircraft was unimportant.

Helitech amounted to three days of invaluable business meetings and it was notable that there were several police and air ambulance operators on site in research and shopping mode.

Visitors had come to see the 180-plus international exhibitors who were showcasing their latest products and services – a number had never presented at the event before.

*Leonardo Helicopters demonstrated a new AW189 based virtual reality (VR) SAR experience at the event and announced contract signings. None was earth shattering news but each one cemented the growing grip of the AW169 on the UK air ambulance market.*



The show worked in a business sense but it underlined all the dire warnings that have been associated with the event since it left the IWM Duxford. The question remains whether this event is a business to business [BtB] gathering or put on for the pleasure of plane watchers. I would join many that hold that its primary purpose is BtB.

A significant announcement is that the 2017 event in London will run alongside MRO Europe from 3-5 October. The first year at ExCel this happened almost by accident but was not repeated in 2015 so getting their act together to put both shows at the same venue should be a positive move for both events and should be appreciated by the visitors for both. Certainly there were plenty of negative comments in 2015 when it was realised that the MRO event was not co-located.



With a queue of AW169s waiting to enter service in the UK air ambulance community Helitech was a chance for all to see the long awaited standard interior produced by Staverton based SAS. It took a long time to get it right but it is the first of quite a few and more SAS orders are in the pipeline.



## COMMERCIAL UAV SHOW

Another show that was lacklustre was the third edition of the Commercial UAV show.

The first edition appeared at Olympia in West London and at the time appeared constrained by the venue. It looks as if the organisers thought similar thoughts for they took it to the giant venue of ExCel in Docklands probably in the hope it would blossom and grow.

So far it has not, perhaps it is a little too niche to do so just yet.

In truth it was a little lost in the giant venue. The location dwarfs it and made it appear even smaller than it was. That made it a disappointment but as stated on the Amsterdam Helitech, shows are not just about visual content. Many of the right people were there either clearly identifiable on the stands, presenting in the forums or [if you were able to recognise them] walking the floor.

There were a couple of Drone Flying Cages, educational sessions, presentation theatres and a limited access paid entry conference. The latter was thoughtfully located by some comfortable public seating which had just a thick curtain cutting off the sight of the adjoining speakers. They could be heard quite clearly—a very thoughtful addition?

On the floor of the event there were plenty of free open theatre opportunities where various presentations were put on. Among the speakers was Australian Police Inspector Craig Shepherd the Unit Commander of the Victoria Police Air Wing in Essendon. The unit is collecting information on UAVs for future use but currently sees that with a new manned fleet being introduced in a year or so running a UAV project at the same time will be a step too far. The State of Victoria is massive and the potential needs will probably be better served by contracting out the provision of the service though perhaps retaining trained police operators. Although centrally run through the air unit it will require a system similar to that in Canada where multiple operators are spread across the state.

In contrast to these thought processes the police in Belgium already operate three unmanned craft within the aviation unit and do not have anywhere near the same distances to consider. They are happy to simply add the unmanned craft to their range of services and have no wish to contract out the service.

There is room for contractors to operate the service but currently most air units are undertaking trials in-house while they make up their minds about the type and capability of any UAV. Businesses like Droneprovide based in Luxembourg and operated as a start-up project by existing aviation industry professions are sitting in the wings waiting to offer their services to those that want the technology but do not have the resources to fully support it.

It seems that the number of UAVs does not diminish. At one time there were said to be 4,000 on offer but perhaps that has now dwindled as some eventually realised that the business case was not actually the vehicle but more whether it would do the mission and do it in wind, rain and sand-storm. Even today there are machines with fully exposed electric motor windings that would short out and fail letting the craft fall from the sky.

Textron Unmanned Systems have completed an inaugural customer demonstration of the Aerosonde™ HQ. The Aerosonde HQ combines the vertical takeoff and landing (VTOL) capabilities of a multi-rotor platform with the efficiency and speed of the Aerosonde Small Unmanned Aircraft System (SUAS) fixed-wing aircraft. The event comes just five months after the company first announced the HQ's proof of concept demonstration.

The demonstration was witnessed by numerous military, civil and commercial customers from around the world. The demonstration showcased the system's runway-independent vertical takeoff and transition to horizontal flight, followed by a landing without the need for any prepositioned personnel or recovery equipment. The demonstration, which took place at the new Textron Systems Unmanned Systems Service & Support Center, also highlight-



Yes it flies and can hover. But the customer probably want a little bit more than that so is there any real value in the demos?

ed Textron Systems' service-proven, global support and sustainment capabilities. With the addition of VTOL capabilities, the system retains service proven capability within a smaller, more portable footprint. The craft features an eight-hour endurance and 10,000-foot service ceiling, powered by a purpose-built Lycoming EL-005 heavy fuel engine and has amassed more than 150,000 flight hours in commercial and military operations around the world.  
[www.textronsystems.com](http://www.textronsystems.com).



**UPCOMING EVENTS**

If you missed this one there will be another coming along shortly. On December 7–8, 2016 at the Walter E. Washington Convention Center, Washington, D.C. there will be another event that includes a flying cage, educational sessions, panels and hands-on training, exhibits and an Advanced UAV Workshop. It is the second annual National Drone Show and builds on the success of 2015 launch event.

One drone type event I guess I will be getting to is the start-up event called the **Unmanned Systems Asia 2017** simply because it is in the beautiful Singapore and is co-located with **Rotorcraft Asia 2017**, held from **18 to 20 April 2017** at **Changi Exhibition Centre** in Singapore. No contest really, and that has nothing whatsoever to do with either UAVs or helicopters.



Also, next year, the organisers of **Heli UK Expo** have announced their event will be relocating from Sywell to Wycombe Air Park next year, taking place with a new date format 1 – 3 June 2017 (Thurs-Fri-Sat). This will enable a host of opportunities to further develop and expand the UK's Only Fly-in Helicopter event for future years.

The location of Wycombe Air Park on the western edge of London, will offer easy access by air, road and rail including excellent facilities for both exhibitors and visitors alike. With its proximity to the South East of England, Wycombe Air Park will enable a greater concentration of private pilots, coupled with a high demand of GA flying in the area to visit Heli UK Expo in 2017, overall increasing its visitor profile and attendance for next year's event.

Located near Windsor, Marlow and Henley all of which situated by the River Thames, Heli UK Expo's new location immerses itself in a quintessentially British area and culture.

With dedicated exhibitor pavilions, seminar and conference area, adjacent hard-static helicopter display area and extensive space for fly-in visitors, Wycombe Air Park is the ideal location to bring



The 2006 AeroExpo, a predecessor of Heli-UK Expo, was also held at Wycombe Air Park [PAR]

## New helicopter project in the pipeline?

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the UK helicopter community together in a relaxed atmosphere of a traditional airfield setting. The extended event space will also allow for more exhibits, experiences and features for the 2017 event. Where better to discuss business, gain information and take away leads for the future.

## THIS MONTH

7-9 November 2016 Dubai Helishow 2016. The Domus Group is presenting the 7th Edition of the Dubai Helishow 2016 at The Grand Stand, Meydan Hotel, Meydan Racecourse, Dubai – United Arab Emirates.

[www.dubaihelishow.com](http://www.dubaihelishow.com)

14 November 2016 the annual AAA Conference and Gala Dinner with awards ceremony in central London. The winners among the shortlisted nominees for the 2016 Air Ambulance Awards of Excellence [listed last month] will be revealed at the awards ceremony to be held at the Millennium Gloucester Hotel in Kensington, London. The one-day conference, mainly on medical trauma subjects, includes a small exhibition during the day. <http://www.associationofairambulances.co.uk/>

17-18 November 2016 Airborne Technologies Event UNEX. The Weiner Neustadt, Austria based special mission aircraft, sensor & system integrations and data collection & analysis integrator is having an in-house event. To mark the extension of their factory facility. The first day will be dedicated to "Police ISR" and the second day on "Military ISR." [www.abt-unex.at](http://www.abt-unex.at) Pre-Registration is mandatory to [unex@airbornetechnologies.at](mailto:unex@airbornetechnologies.at) or fax: +43 2622 347 18 300.

Airbus Helicopters Inc., the North American sales leader in law enforcement helicopters for more than a decade, will exhibit a California Highway Patrol H125 AStar at the 2016 International Association of Chiefs of Police (IACP) Conference in San Diego, Calif. on Oct. 16-18, Booth #4927.

The California Highway Patrol operates 11 H125/AS350-series AStar aircraft to conduct a wide variety of law enforcement missions, including patrol, search and rescue and special operations. Airbus Helicopters Inc. produces the H125 at its facility in Columbus, Miss. The CHP AStars have an advanced avionics and mission equipment suite that enhances the law enforcement operational capabilities of the aircraft. Installed equipment includes a thermal imager, searchlight, moving map system and a 500-pound rescue hoist. Hangar One Avionics in Carlsbad, Calif. integrates the law enforcement completion packages for the CHP helicopters.

## STOP PRESS — MORE FROM THE MOUNTAIN AUSTRIA—Military Airbase, Aigen.

The Alouette III was [and still is] a pretty good rescue machine but its old and high time it went and gave way to a better, more modern replacement. Bring on the Generals. It was thought that the future of the Aigen Military airbase (Helicopter) was secure past 2020, now it seems, through the eyes of the in situ Officer staff, that the mountain unsuited Agusta Bell 212, is to be stationed there. In April the Defence ministry had secured the future of the Aigen base until 2020 when the current fleet of Alouette III were destined for mothballing. Should it have become necessary it was thought that the 'Green larks', as they are known locally, could provide service until 2024. Now it seem that one of the two Agusta Bell 212 squadrons is to be transferred to Aigen. Along with the Alouette's , the OH58 Kiowa machines were also being mothballed and being replaced with a new (as yet undecided) multi-role airframe. It was thought half of the new fleet would be based in Aigen, as the AgustaBell 212, originally conceived as a troop transporter, is fully unsuitable for mountain rescue missions. Strangely enough, politics is not the cause of such 'confusion' but the Airforce General Staff themselves. It remains to be seen if this is Military Airbase Aigens saviour or not. [Ennstaller]



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