

Police Aviation News

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Number 249 December 2016

PAR



CROATIAN 135 UPGRADE

NPAS DONCASTER - PICTURE

NEW LIBOR HAND-OUTS

PAvCon 2017 ANNOUNCED

N596LF

A MERRY CHRISTMAS

and 'Happy Holidays' to the rest....

Photo
SKIP ROBINS

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

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POLICIJA: EASA has approved ESG's new Supplemental Type Certificate [STC] installation of HD EO/IR systems on a Croatian Police EC135. The STC was developed by ESG's EASA Part 21 J Design Organisation and covers the integration of the FLIR Systems StarSAFIRE 380-HD and StarSAFIRE 380-HDc products into EC135 helicopters. Through an extensive comprehensive flight test programme - including handling qualities, flight performance and functionality - it enables CAT-A operations, giving crews additional safety margins during takeoff and landing.

The modification is set up in a generic way and can be used with different types of EO/IR. Initially it will be used for the FLIR Systems Star SAFIRE 380-HD family.

The Croatian Police, the initial customer of this installation, took delivery of the first modified helicopter in August this year. Further customers will receive their helicopters modified with

FRONT COVER: Life Flight Network, the launch EMS customer for the Leonardo AgustaWestland AW119Kx aircraft has ordered two more to take their fleet to 21 by the end of the year. The type has now reached 20,000 hours within three years of the first deliveries. [see also page 18]



©ESG

the new EO/IR system in the coming months.

ESG has developed a set of STCs for operator workstations, a software-defined mission management system and a Trakka A800 search light for the EC135. The modular design allows low-risk modifications to the very special needs of HEMS and SAR operators, as well as police and other law enforcement operators.

ESG's EASA Part 21G production organisation can deliver STC integration kits that enable customers to undertake integration within a EASA Part 145 maintenance organisation. All fixed provisions and the removable parts – including the EO System - are delivered with EASA Form 1 and their associated installation documentation and manuals.

For fifty years, ESG has been one of Germany's leading companies for the development, integration and operation of complex, security-relevant, electronic and IT systems. ESG is an aviation engineering company in line with EASA Part 21G, EASA Part 21J and LBA Part 145 as well as an approved aviation company for aviation devices for the Bundeswehr.

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NETHERLANDS

POLITIE: They say it is no PavCon but the KLPD air unit have been running some highly successful training classes at their Amsterdam Schipol Airport base this autumn.

This is no first for the KLPD, they have used both Jack Schonely and Kevin Means [each being first class training officers from the USA] before but this time the audience was more international than usual. Just what the doctor ordered, more opportunities for Europe's police to meetup and learn from each other.

To improve international cooperation, the whole of the Dutch National Police has already integrated the topic of internationalisation into its educational and knowledge products, including English language courses and training programmes. [PAR/NIDV]

NIGERIA

CUSTOMS: Two aircraft and one helicopter from the Nigerian Customs Service (NCS) have been put up for sale.

The tender notice describes the two aircraft as examples of the Dornier 228-101, model, with registration 5N-AUN and 5N-AUX, as unserviceable.

Both the aircraft and the helicopter, an AS 355-F2, with registration 5N-ABP, were at parked at the NCS Hanger in Kaduna Airport, Kaduna State.

The Service has owned several Dornier's and currently operate a Cessna Citation CJ4 on its anti-smuggling operations across the 4,047-kilometre long Nigerian borders. [Daily Trust]

UNITED KINGDOM

NPAS: A bumper crop of UK Police Aviation news and views this month so if it is not to your taste you may need to skip quite a few pages just now! Page 11 for the rest.

Fixed Wing Base

An independent management, design and construction consultancy Pick Everard has started work on a project to deliver a new air hangar at Doncaster Sheffield airport which will boost the service provided by the National Police Air Service (NPAS).

The new hangar will further improve the service operated by NPAS across the region and beyond. Work to deliver the scheme has now commenced.

Pick Everard is delivering project management and quantity surveying for the scheme via Scape Group.

The works include new hangar facilities, modular ancillary accommodation together with a new apron, taxiway and associated external works.

The main hangar envelope comprises a galvanised steel frame and tapered design clad with durable PVC fabric. The office and ancillary accommodation is to be formed from modular units being constructed off-site which will be craned into position on to pre-prepared foundations.

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Jon Parry, regional director at Pick Everard, said: "This is an exciting scheme to be involved with and it's a pleasure to be working to support the activity of NPAS.

"We will be working closely with the client and delivery partners to ensure the project is delivered smoothly to the satisfaction of all parties."

Pick Everard is a multi-disciplinary practice offering services that include project management, cost management, architecture, building surveying, building services engineering, civil engineering, structural engineering and management advice.

The firm operates across a broad range of sectors including blue light and defence.

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Doncaster Sheffield Airport November 4. Regular readers will recall that the kernel of this story appeared in the September edition of PAN. It mentioned that the contract for the construction of the new fixed wing base had been let to the Kier Group at a cost of £2.8M. The new build hangar will be located at the end of the existing hangars where the earthworks have now started. [NPAS Image]

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HQ Update

On November 2 PAN was at NPAS HQ in Wakefield meeting Chief Superintendent Tyron Joyce the Accountable Manager NPAS and members of his team. What follows is the flavour of the conversation and should not be taken as any hard and fast statement of intent on the part of NPAS. Whatever ideas may form the intention the outcome must undergo modification to fit in with financial reality.

Although newly in post as the Accountable Manager Tyron was been part of the NPAS management team for most of the four years of its existence and in the role of Programme Director he witnessed the peaks and troughs of taking the disparate and difficult UK police aviation scene into something that might work together as an organisation.

As he is the first to acknowledge, the journey saw some significant changes of direction and differences in funding levels.

The original 2012 plan of 26 helicopters running from 23 bases across the country would allow the cost of running air support to fall from around £63M to around £48M, and still maintain the target of an average response time of 20-minutes using those bases. Where it fell down was relying on a small number of 24-hour bases to cover the whole country during the time most of the units were closed.

The later [2014] plan was to operate helicopters from fifteen 24 hour bases, including the creation of the fixed wing base at East Midlands Airport but this was later moved to Doncaster. The 20-minute target remains but many will continue to argue whether NPAS can offer it as a realistic level of service across the Nation.



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NPAS as we know it today is clearly not the same as the 2012 model and it continues to evolve – reflecting both the experience of the managing team and the financial strictures placed upon it. Money is still being saved, a factor that meets the political edicts but one which places operational limits on the service that NPAS can deliver.

There are already clear signs that there is an intention to acquire new rotary and fixed-wing aircraft and to explore other areas of operation including unmanned aircraft and providing a service to other agencies including the fire services.

The first few years of the operation have allowed NPAS to assess the good points and the bad points of the fleet and one casualty was the MD902 Explorer. Aircraft for aircraft the 902 was significantly more expensive to operate than the EC135 and it is expected that disposing of the type will both further enhance the bottom line and provide a measure of capital return [two have now been sold].

Although the final airframe in the EC135T2+ upgrade programme has yet to be completed there is an expectation that the final date for MD902 Explorer operations by NPAS will be the end of this year. All the aircraft are for sale but the high number of this type on offer worldwide currently has greatly suppressed demand and therefore the level of likely financial return.

On the aircraft front all types are now able to speak to each other and provide downlink services to all police control rooms that require it thanks to one of the first commonality upgrades.



NPAS EC135P2+ ©James Lloyds



NPAS EC145 ©PAR

From next year, the types operated are reduced to the EC135 and EC145 although the former has a way to go until the upgrade of the older T2+ is completed by Babcock. Even then there will be two standard models, one Turbomeca powered and the other Pratt & Whitney and even the engine fit comes with its own unique maintenance issues. There are four EC145s of two different role-fit standards [Metropolitan and Devon & Cornwall] so even they do not represent an interchangeable fleet. The London airframes still retain their 'Metropolitan' titles simply because it is uneconomical to repaint the airframes simply to remove the words.

The media in general have been reporting the high level of laser attacks on aircraft and NPAS has been working with industry in trialling laser suppression options. The most expensive is to modify the whole of the cabin glazing to suppress light but it has already been found to be both too expensive and inefficient. There have been trials using supplied spectacles to assess their capabilities but different coatings are required for different light colours so it may be that the long-term answer is a form of defensive flying rather than coatings.



©PAR

The move from many individual police force based organisations to the single centrally administered operation based on West Yorkshire Police led to numerous staffing problems and at times the service found itself short of both pilots and TFOs. The reasons for this were many and complex.

Tyron Joyce is confident that those days are now behind NPAS and the staffing levels are stable. The downturn in pilot opportunities in North Sea oil industry support greatly assisted in providing a good supply of pilots able to accept the standard common salary across England and Wales. There is no London Weighting, a factor that greatly assists in staff mobility but no doubt puts off many from working in the expensive South-East.

The difficulties in moulding many disparate police unit working practices into one common standard saw large numbers of officers departing the industry and being replaced by new officers. Again, these difficulties have receded but at a cost of losing many role trained staff.

Currently there are no directly operated unmanned aircraft – several forces operate their own trial fleets bolstered by central funding [shades of air-support pre-NPAS]. As has been found in other fields it is in the areas of training and understanding air law that a central organisation may be able to assist. NPAS has no current ambition to operate unmanned craft but it may be that they might be in the best position to understand and coordinate oversight of all unmanned activities by police as well as consider a separate national fleet.



Another area of potential cooperation is in working with other government departments. In 2011 there was the 47-page Royal United Services Institute [RUSI] report on the use of 'Blue Light Air Assets: Cost-effective Operations for the Future' by Jennifer Cole and that remains a significant influence in the background.



For decades now the police and fire brigades have been working with each other and industry to find a workable formula that will meet needs other than police work.

Whether this will lead to police aircraft undertaking an additional fire support role beyond carrying fire personnel into the sky on the current ad-hoc basis remains to be seen.

The transportation role – taking personnel and equipment to the site of fires – is generally beyond the current role equipped fleet but a formula that potentially brings in additional multi-role airframes to be administered by NPAS is just one of the options. The RUSI options suggesting reconnecting police operations with air ambulances would seem totally

at odds with reality and their charity status but in the longer term perhaps nothing should be ruled out.

Later this month the scheduled meeting of the National Strategic Board will put forward a number of development options which will propose such as helicopter fleet replacement and an increased fixed wing buy. Being a financial call the decision lies with the Police and Crime Commissioners as they alone source the wherewithal.

Part of the forward plan includes thoughts on the use of forward bases for fixed wing. These might be co-located with existing helicopter bases at suitable airports or be entirely separate. Existing helicopter units have AvTur facilities and can easily operate into facilities on a closed landing ground but the fixed wing will require the availability of AvGas around the clock and potentially needs an airfield that is open or at least has a remotely controlled ILS and lighting on a runway.

The deliberations can be delayed until 2017/18 when most of the fixed wing fleet might be in place but the matter is on the agenda.

For the immediate future, there are two new base building projects in Bristol and Doncaster. Earth was moved for the first time at Doncaster Sheffield [Robin Hood] Airport early in November for the fixed wing base with and expected completion date of next summer. The Bristol base has yet to start.

Press Interface

NPAS management have given several interviews this past month including to the highly-regarded *Police Oracle* giving out a similar message.

Also this month, one of the members of the National Strategic Board, the NPCC Aviation Lead Chief Constable Simon Byrne was promoting the expansionist NPAS line when addressing the joint Association of Police and Crime Commissioners/National Police Chiefs' Council conference on November 17. This was based on the intent of the RUSI report that promoted a joint blue light provision that could see the Fire Service, which does not have air support at present, using police resources to move equipment across the country and better respond to major emergencies. In line with the RUSI ideals he was suggesting that NPAS might comprise more than just traditional aircraft, might embrace a wider remit, including deployment with the Border Force, military and other blue light services.

Although unmanned craft are currently limited in capability they might [eventually] include much wider use in being deployed remotely by control rooms in a range of scenarios, including missing people, disasters and border control.

Mr Byrne, the chief of Cheshire Constabulary, also suggested that the future might involve fewer larger helicopters replacing the current fleet – subject to final user specification and business case agreement – supported by drones that are consistently rolled out across the country.

Further details will be sent for consultation with the service, and a business case will be evaluated by the RUSI.

A paper will be shared with police and crime commissioners, chief constables and other emergency services in January. Changes are not likely to take place for at least two years to allow changes to be made in governance and laws, to allow drones to be used by all emergency services and under conditions currently against air traffic regulations. [Police Professional]



File

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Editors Comment

Clearly the growth of NPAS is now on the agenda and that often discredited RUSI report has again reappeared with its words of wisdom. There are lots of ideas being put forward and we should not be over surprised if they do not actually see the light of day in the form being postulated today.

Ten years ago, the industry was predicting emergency services and industry would be using UAVs everywhere and yet all we seem to have are a few official aerial camera ships and hundreds of troublesome toys. Fortunately, deliveries of Amazon parcels and pizzas remain the stuff of ATC nightmares.

NPAS is on the verge of getting its fleet near to a single preferred type but has yet to resolve what to do with its EC145 fleet. The mooted plan to send the London aircraft to various parts of the country will probably never happen simply because the logistics do not really work out. Four EC145s in the fleet only gives NPAS just over two aircraft at any given time and that is how many are needed over London daily. These are the size of airframes they will need to service any growth into Fire Brigade support and to meet the firearms transport role but they are difficult to quantify. How many will they need and where will they be based?

The independent charity funded air ambulance fraternity will remain totally opposed to getting involved in anything to do with RUSI but Byrne has suggested that would not preclude the cost-saving of dual basing. From the current moves by many charities currently directing funds into their own bases it would seem that there is unlikely to be much enthusiasm for even that line of thought.

Upgrade

The latest airframe to enter the EC135T2+ conversion programme is G-ESEX which is to emerge as G-POLF in due course. Two Explorer's the former South Yorkshire and Dorset airframes are now confirmed sold to a civil operator – Eastern Atlantic.

Hosting Europe

NPAS are to host the 2017 PAvCon – Police Aviation Conference being held close to the new base at Doncaster Sheffield Airport. The first example of the new Vulcanair P68R fixed wing is slated to appear as the star attendee. Details later in this edition. The websites www.pavcon.info and www.pavcon.org will be updated later this month.



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Avro 698 and EC145
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RFA tanker Wave Knight ©UK MoD

UNITED STATES

INTERNATIONAL: International cooperation in thwarting drug traffic in the Caribbean region continues between the British Royal Navy and local agencies.

In a recent incident, a Royal Marine sniper took out the engine of a moving speedboat from the back of an 815 Naval Air Squadron Agusta-Westland Lynx helicopter to bring the boat to a dead stop, and help take around £40M of drugs off the market.

Although some were dumped overboard 14 bales of illegal drugs were captured in the combined operation by the Royal Navy, Royal Fleet Auxiliary and US Coast Guard in waters between Venezuela and Puerto Rico.

The air unit, normally based at RNAS Yeovilton, Somerset but embarked upon the RFA tanker Wave Knight first fired warning shots ahead of the boat, calling on the traffickers to stop and then, when they ignored those shots, took out the speedboat's engines bringing it to a halt.

A specialist team of US Coast Guard Law Enforcement Detachment then boarded the suspect craft and recovered 350kg of cocaine. US authorities assessed that 650kg of cocaine worth around £26M was discarded, while the go-fast itself subsequently sank.

The successful interception was sparked by a maritime patrol aircraft sighting the boat and directing RFA Wave Knight to intercept. She responded by bearing down on the speedboat – and launching her helicopter.

The five crew of the go-fast plus the haul of drugs were later transferred to the US Coast Guard cutter Richard Etheridge and handed over to authorities in Miami Beach. [MoD]



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NEVADA: On 16 November, the Reno based Washoe County Sheriff's Office flew in from Yuma a further Bell UH-1 Huey to add to its fleet.

Washoe County commissioners accepted the donated Huey helicopter to add to the sheriff's office RAVEN programme.

The Defense Reutilization and Marketing Office offered the helicopter, valued at more than \$922,000, according to county records. The UH-1H Huey will take part in SWAT operations, search and rescue, wildland fire suppression and more.



The annual operating cost of the additional hours needed for the Huey is expected to be \$50,200, which would be absorbed by the sheriff's office's current budget. The additional aircraft will supplement capability and allow continuity of service. The similar Bell Huey acquired was out of service for maintenance four months of this year and this should halt that lack of availability.

The operation relies upon DoD Surplus airframes and in addition to several OH58s for patrol had only had a single 45-year old UH-1H to provide the lift and SAR element for

the last 15 years. Maintenance requirements mean that the unit is without SAR cover for several months each year. Washoe County has nearly 6,700 square miles, including mountains and rural areas.

Although of a similar age the new Huey [70-21802] should now allow continuity of service.

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PENNSYLVANIA: A 20-year-old Drexel University student was arrested after police say he was operating a drone over a protest in Center City Philadelphia. Joseph Roselli has been charged with aggravated assault, causing/risking catastrophe, simple assault and recklessly endangering another person. As a group of about 300 protesters marched through the streets video showed a small UAV flying in the night sky and then flying close to one of the Philadelphia air support AS350B2. It is alleged Roselli piloted his small drone from the rooftop of his apartment building near at 30th and Chestnut. It is alleged that the craft flew for several miles at an altitude of up to 1,500 feet, and was operating at times in the restricted airspace of Hahnemann University Hospital and Thomas Jefferson University Hospital. [6ABC]

AIR AMBULANCE

IRELAND

MUNSTER: The Irish Community Rapid Response (ICRR) unit have recently unveiled plans to introduce the country’s first ever doctor-led helicopter emergency medical service (HEMS).

The new service which needs almost €3m in funding would apparently be used to serve almost one million people in Munster.

It is hoped if funding is raised the new rapid response unit would be based at Cork Airport and fully operational by next spring. [The Liberal]

LUXEMBURG

EUROPEAN AIR AMBULANCE: Luxembourg-based fixed-wing aeromedical provider European Air Ambulance (EAA) has taken home the 2016 ITIJ Air Ambulance Company of the Year Award. EAA was named as the winner during the ITIJ Industry Awards ceremony in Berlin, Germany, on November 3.

Reading the judges’ comments, Larry Baker of award sponsor UC San Diego Health System told attendees that EAA was the first air ambulance company to have an infectious disease module and it has the only certified weight transportation stretchers on the market,



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putting the company at the forefront of the air ambulance industry.

In his acceptance speech, Patrick Schomaker, EAA director of sales and marketing, thanked the firm's clients and partners for helping the company to become what it is today. The runners-up were AMREF Flying Doctors of Kenya, US-based REVA Air Ambulance and Skyservice Air Ambulance of Canada.

ITIJ – the International Travel & Health Insurance Journal – is the leading publication for the global travel insurance and assistance industry.

UNITED KINGDOM

AAA: Over 250 guests celebrated the best and brightest from the UK air ambulance community at the national Air Ambulance Awards of Excellence 2016 following on from the annual Conference and Exhibition held at a central London hotel.

Awards hosts, BBC News reporter and presenter Sophie Long and Helicopter Heroes presenter Rav Wilding handed out eleven awards to outstanding individuals and teams, whose stories were inspirational, astonishing and humbling. The awards, which are independently judged, went to pilots, paramedics, doctors, fundraisers and volunteers who collected their trophies at the ceremony.

An enthusiastic audience listened to the remarkable stories of each shortlisted nominee, all of whom demonstrated excellence and commitment well above and beyond the call of duty.

The winners:

Air Amb Campaign Award

WINNER: Hampshire and IOW Air Ambulance

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Charity Staff Member of the Year

WINNER: Susie Croft

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WINNER: Bill Sivewright

Charity Volunteer of the Year

WINNER: Jamie Edghill

Sponsor: Tower Lotteries

Air Amb Doctor of the Year

WINNER: Dr Mark Wilson

Sponsor: Leonardo Helicopters

Innovation of the Year Award

WINNER: Devon AAT

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Lifetime Achievement Award

WINNER: Alastair Wilson

Sponsor: SAS

Air Amb Paramedic of the Year

WINNER: Erica Ley

Sponsor: BMW

Air Amb Pilot of the Year

WINNER: Steven Norris

Sponsor: Safran UK

Special Incident Award

WINNER: Wales Air Ambulance

Sponsor: Airbus Helicopters



**AWARDS OF
EXCELLENCE
2016**

Hard on the heels of the awards event came news of further funds being injected by the government into the UK air ambulance fraternity thanks to the seemingly bottomless Libor banking fines money.

The Association of Air Ambulances (AAA), which represents the majority of Air Ambulance operations in the UK, welcomed the announcement from UK Chancellor of the Exchequer, the Rt Hon Philip Hammond MP [pictured right] as part of an autumn [fall] financial statement. This time around sees an allocation of £10.8M for the air ambulance community. A total of 11 air ambulance charities are set to benefit from around £1M and include: Cornwall Air Ambulance Trust, Devon Air Ambulance Trust, Great North Air Ambulance Service Charity, Great Western Air Ambulance Charity, Kent Surrey Sussex Air Ambulance Trust, Lincs and Notts Air Ambulance, MAGPAS Air Ambulance Charity, Midlands Air Ambulance Charity, The Air Ambulance Service, Wales Air Ambulance Charity and Wiltshire Air Ambulance.



As the AAA put it... 'This once again shows support for those who demonstrate the best values of British society from fines of those who demonstrated the worst.'

Clive Dickin, AAA National Director said:

"We are delighted with the Chancellor's announcement today and thank him for giving 11 air ambulance charities significant support. These sums of money will absolutely enhance life-saving pre-hospital emergency care across the UK."

In further announcements individual air ambulance charities set out what they intend to do with the money.

Devon will be using the money to facilitate night landing sites.

Heléna Holt, CEO of Devon Air Ambulance explains "We applied for a £1 million grant on behalf of the Devon community, to assist in funding community landing sites across the county. We were so pleased to hear this morning that we had been awarded the grant."

Nigel Hare, Operations Director of Devon Air Ambulance added "We are now flying into the hours of darkness. We have been working hard with the community since January to build a network of community night landing sites. These sites are pre-surveyed and have state of the art technology with remote switching to turn on and off the lights at scene."



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He added “Communities have very much taken ownership of their own landing site, not only funding them but also undertaking to ensure they are kept in good order. Even though the communities would still need to raise the funds to buy the equipment, the grant would be available to fund the cost of installing the flood lighting.”

The £1 million grant will help with the installation of up to 300 landing sites.

Wales Air Ambulance Charity will also be using their funding to expand a night capability.

The £1M boost will go towards increasing flying hours and the charity’s plans for night operations.

WAAC’s chief executive Angela Hughes said: “It’s the charity’s vision to become a 24-hour operation and this donation from the LIBOR fund takes us a step closer to reaching that goal.

“Our bid set out how a donation from LIBOR would help us to set up a fully-functional night operation for the whole of Wales, enabling us to carry out paediatric, neonatal and adult missions on board our aircraft. We’re delighted to have secured £1m, which will cover one third of our costs for night flight planning.”

Wales Air Ambulance Charity needs to raise £6.5m in charitable donations every year to keep its four helicopters flying. The charity will continue fundraising and appealing for donations to reach its goal of a 24/7 service.

Wiltshire is to direct its windfall in funds towards the completion of the new airbase [as detailed last month].

David Philpott, Chief Executive of WAA, said: “We are delighted to have been awarded this one-million-pound grant from Her Majesty’s Treasury towards our new airbase. The funding will be used to complete the building, equipping and fitting out of our purpose-built Operations Centre and will bring together the aircrew, helicopter and charity team onto one site for the first time.

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“As has been the case since the charity was established, we continue to rely on donations and grants and make no demands upon the taxpayer to fund our vital service. However, I would like to thank those local MPs who lobbied on our behalf since without their help this funding would not have happened.

“Our dedicated paramedics, doctors and pilots have saved countless lives in the 26 years we have been operating, thanks to the generosity of people raising the funds we need. Our new airbase will allow our essential helicopter emergency medical service (HEMS) to save future generations.”

Currently the charity rents a hangar at Wiltshire Police headquarters in Devizes for its helicopter and aircrew while the charity team is based in rented offices in Calne.

Mr Philpott added: “Having a purpose-built facility will enable us to have full control over our future. Our preferred location at Outmarsh Farm, Semington, will enable our helicopter to reach all parts of Wiltshire within 11 minutes, as it currently does from its base in Devizes.

“If our detailed planning application is granted we will be launching a Capital Appeal to raise the remaining £1.25 million of the £5.1 million cost of our new airbase. We already have £2.5 million pledged by a benefactor. Come early 2017 and we hope groups, businesses and individuals across Wiltshire will all support our Airbase Appeal to secure the future of this lifesaving service for many more years to come.”



WALES: The first of the fleet of new H145 helicopters for the Wales Air Ambulance has arrived at the Babcock facility in Staverton, Gloucestershire. Local sources suggest that the air-frame – deliberately unmarked – is G-WENU. [WAA/SSG]

WILTSHIRE: The air ambulance that was last month reported to have set in place a new operating base has been nominated for an award for its success in raising funds during its first year as a stand-alone air ambulance has led it to being shortlisted for a national award. It is shortlisted in the Fundraising Charity of the Year (Small) category in the Institute of Fundraising National Fundraising Awards, with the winner being announced at the end of last month.

In 2015 Wiltshire Air Ambulance (WAA) underwent fundamental changes to the way its life-saving service was funded and delivered, from sharing a helicopter with Wiltshire Police to operating a stand-alone air ambulance. Because of this change the charity's running costs increased from £700,000 to £2.5M a year.

The same year saw WAA celebrate its silver jubilee year with a series of fundraising events and on the operational side it began carrying blood on board, enabling its Critical Care Paramedics and Doctors to give vital pre-hospital blood transfusions to critically injured or ill patients.

The charity surpassed its fundraising target in 2015 by raising £3.06M, which equates to a donation of £4.47 for every person in Wiltshire.

Growth took place across several income streams with community fundraising up 38%, legacies up 23%, In Memorium donations up 25%, while its Lottery and Superdraw increased by 19%.

The shortlisting of WAA in this award follows the success it achieved earlier this year when it won Lottery Operator of the Year at the Lotteries Council Awards 2016.

YORKSHIRE: As November dawned the Yorkshire Air ambulance was shaken by a significant resignation. Bruce Burns the Director of Flight Operations or Accountable Aviation Manager and Vice Chairman [right] resigned his positions with immediate effect. PAN understands that there was no animosity involved in the departure, it was a mutually agreed tactic built around Bruce's decision that he wished to leave his Yorkshire homeland and go and retire to live in Hungary.

The departure was discussed and the main options – an immediate 'hard' leave or a staged handover – considered. The decision immediately placed the aviation post into the hands of the Chief Pilot Andy Lister. He is now the Director of Flight Operations, a situation everyone knows will horrify the CAA. The two should never be the same for long and that will place significant pressure on the YAA Board to find and appoint a successor quickly.

Another aspect of this new appointment is the cost to the charity. It has long been the case that Yorkshire Air Ambulance has uniquely been run by Trustees led by an unpaid Chairman and Vice-Chairman. Those unpaid posts saved a massive amount of charitable money. It seems likely that replacing Bruce will lead to two paid posts. Now having served for twelve years in the post Peter Sunderland DL will continue as Chairman but a brief look at the YAA website shows that the management changes were quickly put in place.



Bruce Burns [right] at the acceptance of the second H145 at Farnborough this year ©Pigeyre Airbus

UNITED STATES

PACIFIC NORTH WEST: Last month Leonardo-Finmeccanica announced that EMS operator Life Flight Network of the Pacific Northwest and Intermountain West United States has ordered two additional AgustaWestland AW119Kx aircraft. Currently operating nineteen aircraft the fleet of AW119Kx helicopters will increase to 21 by the end of the year. Leonardo Helicopters and Life Flight Network also celebrated 20,000 hours reached by operator's AW119Kx EMS fleet and the occasion was marked with the presentation of a plaque congratulating Life Flight Network on the milestone, which was achieved within three years of the first deliveries.

Life Flight Network was the launch customer for the glass-cockpit outfitted AW119Kx, a feature that has contributed to the strength and success of the aircraft in all market segments. Their AW119Kx helicopters are NVG-capable and feature a state-of-the-art medical interior. Customer's fleet also includes one AW109 Power. Life Flight Network contributes to Leonardo Helicopters' expanding presence in the North American EMS market, which now totals 115 across a fleet of AW119s, AW109s, and AW139s. Over 250 AW119 helicopters have been ordered to date in more than 30 countries by over 100 customers. [Cover Story]

SOUTH EAST: Flight For Life has added a new fixed-wing Pilatus PC-12/45 to its fleet of lifesaving aircraft. This will allow for increased speed, efficiency and capacity of its air ambulance services throughout the multi-state coverage area that includes Texas, Louisiana, Arkansas and Oklahoma.

In addition to what the helicopter ambulance service currently provides, the fixed-wing aircraft adds another facet to the patient-transport capabilities of Flight For Life. The aircraft will allow Flight For Life nurses and paramedics the opportunity to ensure the continuity of care for patients as they move from one facility to another, both within CHRISTUS Trinity Mother Frances Health System and beyond.

The PC-12/45 has a pressurized cabin with a service ceiling of 30,000 feet, cruise speed of 327 miles-per-hour (285 knots), and a range exceeding 1,800 nautical miles (nm). Flight For Life can accommodate a combination of up to one patient, two pilots and three clinical crew members in the PC-12/45, however, standard configuration and crew are one pilot and two clinical crew. The Pilatus PC-12 offers an incredible Flight Management System, room for a patient's family member and extensive medical equipment. [Kmoor]

SEARCH AND RESCUE

MIGRATION

MEDITERRANEAN: Despite tireless efforts to save lives by both civil society and European navies rescue crews are witnessing search-and-rescue efforts in the Mediterranean becoming more challenging than ever.

The number of deaths this year has risen to almost 4,300 exceeding death tolls of past years. While the number of people crossing the Mediterranean has decreased when compared to previous years, the number of people attempting the Central Mediterranean route – from Libya to Italy – has remained largely unchanged.

In past years, crossings were organised in more manageable trickles, perhaps a few a day, this year our crews have seen departures organised in large waves.

MOAS suggest that the change in approach might be both an attempt to maximise opportunity and meet demand on the part of the smugglers. The smuggling networks appear to be industrialising, with increased competition representing a new challenge for them in procuring enough rubber boats, engines, and fuel containers to meet the demand.

This is leading to unprecedented numbers of migrants and asylum seekers being placed on unseaworthy rubber boats.

It is almost certain that the true death toll is much higher than the recorded figure as it is highly likely that many boats sink without ever being reported.

Over 30,000 people have already been saved since MOAS launched its first life-saving mission in 2014, and almost 19,000 have been rescued and assisted since June 2016 alone.

MOAS continues to call for the creation of safe and legal routes to end the needless loss of life at sea and to guarantee protection and dignity for human beings in search of a better life.



RUSSIA

KRASNOYARSK: EMERCOM the Emergency Ministry's Krasnoyarsk Air Rescue Centre has taken delivery of a new Kazan built Mil-Mi-8 MTV helicopter.

The Mi-8 is a well proven airframe used in hundreds of rescue operations in different climatic conditions in the vast territory of Siberian Federal District. The new helicopter will replace an earlier one which has been in operation for 35 years.

Currently the Siberian Regional base has eleven aircraft including a pair of amphibious Beriev Be-200 jets, Antonov An-74 cargo and passenger plane, seven Mil Mi-8 and one Mil Mi-26 transport helicopters.

The Mil Mi-8 MVT is a multipurpose helicopter with speed up to 250 km/h. It can fly at the altitude of up to 6,000 metres, fly 500 km on a single fuel tank and transport up to 4 tons internally or externally.

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INDUSTRY

The UK emergency services are in the throes of selecting a new communications system to provide the connectivity the original Tetra system promised but did not deliver.

The police are shortly to trial a new service for 999 callers, enabling members of the public to live-stream real-time footage of an incident directly to the control room.

Meanwhile the UK is undertaking a massive roll-out of body-worn cameras to law enforcement & first responders but it is not appearing across the whole industry and falls way behind what is possible.

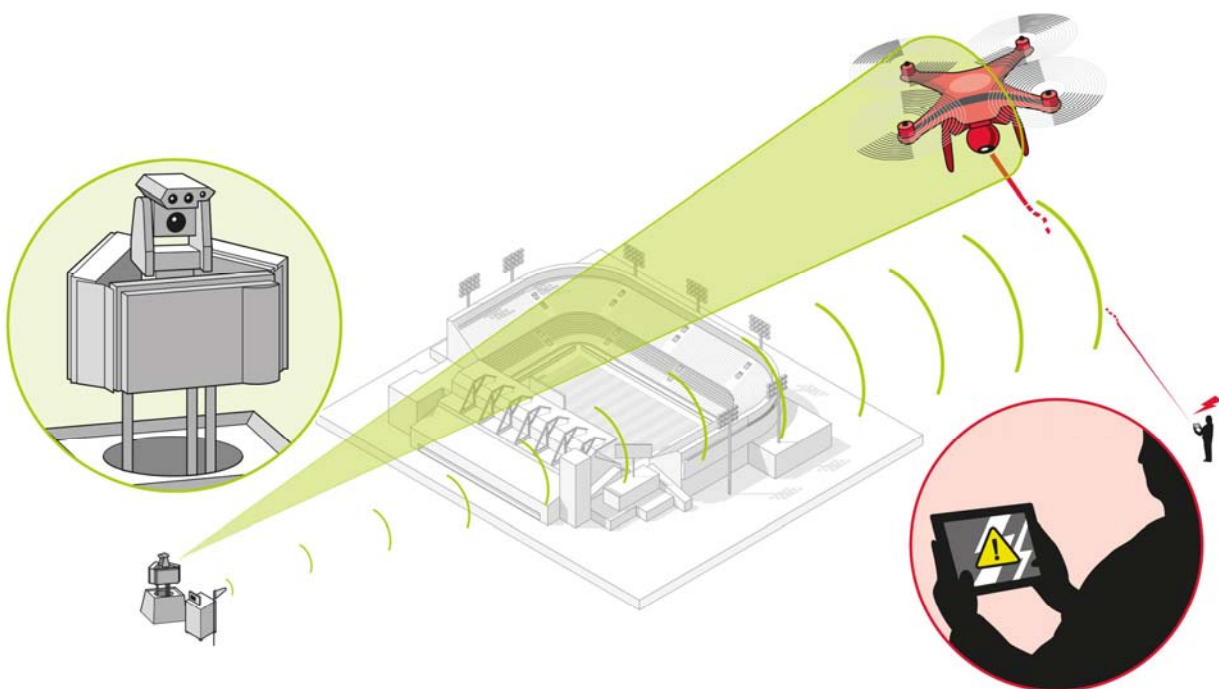
On one hand the authorities publicly state that access to live video from the public [cell phones etc.] is invaluable in enhancing the situational awareness of those taking critical decisions in the control room so and yet the same technology is denied to the first responders themselves. Inexplicably the police body worn cameras are simple image recorders have no GPS location fixing capability, nor are they capable of image transmission.

Airbus DS Electronics and Border Security (EBS) and **myDefence**, Aalborg/Denmark, are joining forces to develop electronic protection systems. Both companies have signed a cooperation agreement and are now exploring opportunities in the areas of countermeasures against small drones, Improvised Explosive Devices (IEDs) and Electronic Countermeasures for combat aircraft.

By pooling proven Airbus EBS long-range capabilities with short and medium range solutions of myDefence from their innovative RF detection products, EBS is further strengthening its position as innovative, full-scale provider within the Counter-UAV market.

MyDefence CEO Christian Steinö added: "The Counter UAV market is very diverse where customers in one end of the scale are looking for short range mobile detection only, while customers in the other end are looking for stationary long range systems with hard kill counter measures. By combining forces MyDefence and EBS can now offer the full range of high quality products ranging from inexpensive short range detection to full scale systems.

The Counter UAV System to be jointly offered will have a modular, scalable design and will offer the capability to combine various sensors – cameras, radar systems, RF detectors, direction finders – with different ranges of up to 10 kilometres. MyDefence develops small form factor portable RF: UAS detectors, system networked sensors, stand alone or system integrated RF direction finders and a small portable short to medium range radar.





The sensors for the system are in the nose cone
©Diamond Aircraft

The Austrian **Institute of Technology** [AIT] and **Diamond Aircraft Industries** GmbH, have developed an intelligent sensor system enabling aircraft to detect and avoid potential obstacles both in the air and on the ground. This innovative airborne assistance system is an important step towards improving the safety of manned and unmanned flight.

Collision avoidance systems are a key technology for future unmanned aerial systems and advanced air traffic services. The objective is to increase the safety of manned and future unmanned aviation by detecting possible collisions with both cooperative and non-cooperative obstacles, and performing avoidance manoeuvres as a last resort to avoid collisions. Obstacle avoidance is the key technology in missions involving the highest possible degree of autonomy, e.g. for generating situation maps for crisis and disaster management. Experts at AIT have taken an innovative vision-based approach, enabling future unmanned aerial systems to observe and understand their environment in real-time. This approach goes beyond the state-of-the-art, making use of novel sensing techniques and route planning strategies for collision avoidance. The technology can detect both cooperative and non-cooperative objects in the airspace by fusing passive electro-optical and thermal-infrared sensor data. The technology was integrated in a Diamond Aircraft DA42 MPP and demonstrated in relevant scenarios.

Diamond Aircraft has used the test results to assess potential applications for this technology as an innovative and effective safety-improving feature both for unmanned flying objects and manned aviation. One option would be to integrate the technology into an autonomous flight control system similar to the one developed during a recent Diamond Aircraft project which, in 2015, successfully demonstrated safe autonomous flying for manned aircraft in emergency situations, including completely automated landing. Another possible use could be sensorial integration into conventional manned aircraft, to increase situational awareness and prevent collisions with airborne or ground obstacles. This would offer an additional and more reliable pair of artificial "eyes" able to generate potentially life-saving collision avoidance advisories.

Scheme Designers has announced that customers who commission a custom paint scheme for their aircraft may now also opt to receive photo-realistic 3-dimensional artistic renderings of their aircraft with their new custom scheme. This new tool allows customers to visualize all angles of their aircraft's custom livery with stunning realism to fully envision the results of their artistic choices.

"Scheme Designers' 3D photo-realistic renderings are very specific and detailed providing the owner with a new level of understanding of how their custom scheme will look on their 'live' aircraft" said Craig Barnett, Scheme Designers Owner and President. "The high-resolution renderings can show the aircraft from any angle and in any flight configuration to

help clients visualize how their new scheme will appear on their aircraft. The 3D renderings are of such high quality that clients are also using them in their marketing materials in lieu of air-to-air photos, saving them time and money.”



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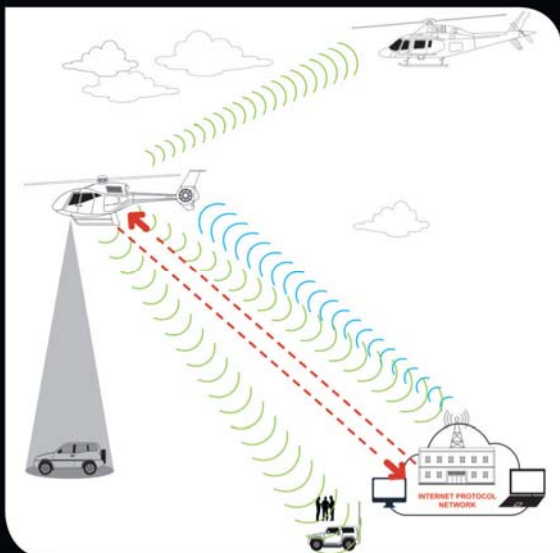


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During developing a custom paint scheme for an aircraft, Scheme Designers artists work together with aircraft owners to bring their unique vision to life on their aircraft. Usually, several iterations are reviewed and a vast number of variables are considered along the path to scheme finalization. Artists work to optimize colour combinations and bring out the beautiful lines of each aircraft model, to accommodate unique design considerations such as access panels, inlets, antennae, window placement, and other details that affect the final scheme and outcome.

FEC Heliports HEMS-Star® portable LED helipad lighting system was exhibited for the first time at this year's National Air Ambulance Conference 2016.

FEC Heliports Worldwide Ltd has years of experience in the design, manufacture and supply of portable lighting systems to customers worldwide and HEMS-Star® is the latest product designed for the emergency services.

Fraser MacKay, Commercial Director at FEC Heliports Worldwide, said, "It is part of the ethos of our company that we are continuously seeking to improve and enhance our product range and with HEMS-Star®, we have created a smaller, lighter product but with improved functionality and performance.

In the UK, our portable lighting systems are already in service with Midland Air Ambulance, Wales Air Ambulance, North West Air Ambulance and the Scottish Ambulance Service. And we are pleased to say that we have also recently sold HEMS-Star® to the Philippines and Mexican Navies, and the United Nations for their peacekeeping mission 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. HEMS-Star® system is wireless enabled for remote or pilot VHF activation operational line of sight at ranges up to and in excess of 10km. With NVG compatible red, blue, green, white visible LEDs and infra-red it is programmable to show steady -on, flash warning, location beacon or Morse Code and has optional automatic sunset switching. HEMS-Star® allows rotary or fixed winged aircraft to identify landing areas at night at distances up to 16km. A full case weighs only 10.6Kg and is rechargeable in its case via mains at 100-240V AC, vehicles at 13.5-28VDC, solar or wind power and is IP65 rated.

HEMS-Star® is the upgraded version of the popular HeliLight System which has been operational in the field for two years. Our portable lighting systems are deployed on a global scale in the United Kingdom, the USA, Russia, Bangladesh, Kenya, Mozambique, The Philippines, Mexico and Japan.

HEMS-Star® has FCC certification for operation in the USA and CE certification for the European Union. Both certifications are generally accepted worldwide.

Rotor blade manufacturer **Van Horn Aviation** (VHA) has received a Supplemental Type Certificate (STC) from Transport Canada for composite main rotor blades fitting the Bell 206B JetRanger helicopter. Approved by the Federal Aviation Administration (FAA) in February 2016 for use in the United States, the VHA 206B main rotor blades may now be installed for use on JetRanger's in Canada.

"Operators are already flying our 206B main rotor blades in four U.S. states, and so far, we've heard very positive feedback," said VHA president Dean Rosenlof. "Many of the operators are confirming what we felt in flight testing, including increased responsiveness compared to the metal blades."

The VHA 206B main rotor blades feature carbon fiber skin and spars, an efficient NASA-designed laminar-flow airfoil, tapered tip, and a combination of stainless steel and nickel abrasion strips that cover the entire length of the blade for erosion and lightning strike protec-



Van Horn Main Rotor Blade on a Bell 206 ©VH

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

tion. The VHA blades use the identical installation configuration as the OEM blades, allowing direct replacement without hub modification.

"We ordered a set of the VHA 206B main blades when they were first available, and have had four Canadian operators waiting to purchase that set since February," said Ken Przontka, president of Ontario-based AOG Heliservices, a factory-authorized service center for Bell Helicopter and a VHA distributor for its UH-1 tail rotor blades. "We've had great success in Canada with the Van Horn tail rotor blades, and we anticipate ready adoption of the JetRanger main rotor blades as operators find out how they will outperform the OEM blades and lower direct operating costs."

The Transport Canada STC grants the same service life for the VHA 206B main rotor blades as the FAA STC: 18,000-hours with overhauls required every 2,800 hours. List price is \$79,500 per blade available through Aeronautical Accessories or Bell Helicopter authorized service centers. www.vanhornaviation.com.

The **Airbus Helicopters** H135 received the type certificate for the new Helionix cockpit from EASA last month. The avionics system designed by Airbus Helicopters offers operators increased mission flexibility and safety. Helionix is a family concept with standardised features and is already available on the H175 and H145.

The Helionix cockpit system with 4-axis autopilot significantly reduces the workload of the pilot and brings the H135 to an unrivalled level of safety due to the additional functions and mission features it adds to the H135's capability."

Besides the 4-axis autopilot, Helionix offers an innovative cockpit layout which helps to increase situational awareness. Designed with three large electronic displays, the cockpit is Night Vision Goggle (NVG) compatible and includes a First Limit Indicator which highlights the appropriate engine instrument data for the pilot in one indicator. Thanks to two touchscreen GPS/Nav/Comm GTN-750, Helionix ensures an all-in-one GPS navigation and communication system. The Traffic Advisory System TAS620A, a system which improves flight safety by assisting pilots in detecting and avoiding aircraft intersecting their flight path, is another key feature delivered by the Helionix avionics suite.

Initial deliveries of the H135 with Helionix cockpit will occur in 2017. Among the first commercial operators will be Norsk Luftambulans AS.

Airbus Helicopters has delivered around 1,200 H135s to customers around the globe who have logged a total of more than four million flight hours.



Now believed in service one of the earliest UK H135s is G-POLS supplied by Babcock to the police in Scotland. ©James Lloyds



Following a recent edition the communications group at **Pratt & Whitney Canada** noticed a recent article in PAN that discussed the 20th anniversary of the H135/EC135 helicopter and failed to make clear that the type is a dual engine source programme. Since its Entry into Service, the helicopter can be powered by the Pratt & Whitney Canada PW206B engine or by the Safran engine. During the life of the H135, P&WC introduced three versions of the engine as the helicopter evolved.

At the recent Helitech show in Amsterdam, P&WC President John Saabas presented Airbus Helicopters CEO Guillaume Faury with a special commemorative plaque to mark the 20th anniversary. In the presentation photo attached, Mr. Saabas is on the right, Mr. Faury on the left.

P&WC has some 3,566 PW200 family engines flying in 12 models, with 721 operators in 83 countries. The engine has approximately 9.5 million flight hours.

Ed: Quite correctly pulled up on that point by P&WC of course. The item relied only upon the text of a supplied SAFRAN press release.



A new report published by the **Her Majesty's Inspectorate of Constabulary (HMIC)** in the UK claims that police forces need to do more to adopt technology and boost digital skills. In its Peel Police Efficiency 2016 report HMIC says forces need to do more to better understand future demand and to ensure that their staff have the necessary skills to deal with that demand.

The annual Efficiency inspection assessed how police forces use their resources now and how they plan to do so in the future. The report adds that forces need to improve their understanding of future demand and link it to their financial and organisational planning, so that they are in a fit shape to face future challenges; the best forces are already doing this but some are not.

Police forces continue to struggle with the large number of different IT systems and how they work together to share and search for data. Very few forces are focusing on developing their officers' and staff's digital skills, despite a universal acceptance that digital skills are becoming an increasingly important part of police work.

European regulators have approved a 200kg (441lb) increase to the maximum take-off weight (MTOW) of the **AgustaWestland AW169** medium twin-engine helicopter, confirming a plan previously hinted at by the manufacturer.

Granted by the European Aviation Safety Agency on 31 October, the certification lifts MTOW to 4.8t from 4.6t.

The manufacturer says the additional 200kg is "extra payload" and translates to a range extension of 100nm (185km) if used for extra fuel.

Existing AW169 customers will be able to retrofit the enhanced gross weight kit to their helicopters, and deliveries of 4.8t AW169s are expected to start shortly. [Flight]

ACCIDENTS & INCIDENTS

17 September 2016 AgustaWestland AW109S N91NM Air ambulance of North Memorial Air Care, Minneapolis, MN departed Brainerd Crow Wing County Airport (KBRD) MN, en-route to Chandler Field (KAXN), Alexandria MN for patient pick up. The flight was conducted IFR. At approximately 0213hrs central, North Air Care's communications centre was notified that the aircraft had crashed near the Alexandria airport. It seems the pilot was cleared for and attempted a GPS approach as clouds were still forming beneath the helicopter. The pilot initiated a missed approach by utilizing the "go around" function of the helicopters autopilot. During the missed approach, the helicopter made an uncommanded left bank followed by a right bank. The pilot attempted to counteract the bank by applying opposite cyclic control. The helicopter impacted several tall trees and then the ground. All three crew members sustained serious injuries. The pilot and flight nurse have been released from the hospital. The flight paramedic remains hospitalized. [Concern – see also the October PAN page 27]

28 October 2016 Fairchild C-26B Metro 23 (SA-227DC) PNC-0226. Colombian National Police. Suffered a runway excursion accident upon landing on runway 13L at Bogotá-Eldorado Airport, Colombia. Initial reports say the aircraft bounced three times on landing and went off the runway. The nose landing gear collapsed and the aircraft sustained damage to the nose and propeller blades. [AFM]

18 November 2016 Piper PA-31T Cheyenne N775F. Air ambulance of American Med-flight Inc. The plane taking a heart-disease patient from Elko to the University of Utah Medical Center in Salt Lake City, Utah crashed in a parking lot in northern Nevada, killing all four people aboard and sending up explosions and flames.

Elko police said the twin-engine plane apparently "experienced mechanical problems" as it was climbing after taking off on a flight for Salt Lake City, then lost altitude and crashed in a mining company's parking lot near a casino and other businesses near Elko Regional Airport and Interstate 80. [Media]

19 November 2016 Airbus/Helibras AS350B3 PR-IDR Polícia Militar do Estado do Rio de Janeiro. Four police officers died after their helicopter crashed over Rio de Janeiro's notorious City of God favela. Video evidence suggested it was shot down by sustained gunfire before the helicopter is seen to drop from the sky like a stone but later reports state no bullet damage was found. The helicopter was giving support to a police operation against gangs in the favela. The wreckage ended up on its right side severely crumpled and smoking but there was no apparent fire. [Media]



PEOPLE

Bruce Burns the Yorkshire Air Ambulance [YAA] Aviation Accountable Manager and Vice Chairman resigned his positions with immediate effect at the start of November. A month earlier he let go his long-standing volunteer position with The Princes Trust.

The shock resignation reflected Bruce's decision that he wished to leave his Yorkshire homeland and go and work and live in Hungary. He was 60 earlier this year.

Bruce was with YAA for over 12 years since April 2004 and with his Trustee colleagues took what was a non-viable operation and created a charity with no debt and £22M in assets and a healthy fundraising structure. Moving up through the management chain of command he took YAA into aircraft ownership and then took on the unique and onerous post of accountable manager. The Air Operators Certificate was awarded by the CAA almost exactly four years ago, in late November 2012.

Bruce was able to offer his services to YAA without fee thanks to his 26-year Directorship with Liverpool based Openhouse Products a preferred supplier of bespoke bags, medical supplies and expertise to the Emergency Services and Health Sector.

His role at Openhouse is to oversee company development and increase sales growth in the international marketplace. Having left the YAA in a good position financially and operationally he will retain and expand that role based in Europe.



The Honourable Company of Air Pilots The Master's Trophy for the Australian Region awarded to **Captain John Graham Eacott**

John Eacott was born in Walthamstow, north east London, and brought up in Chingford, Essex. His father was both a Second World War RAF Beaufighter pilot and a Metropolitan Police observer [TFO] in the 1967 British Army police helicopter trials [using the Westland Bell 47G Sioux].

An early recollection of John's was sitting in a Spitfire cockpit at North Weald, repeated at Duxford 50+ years later when he managed to fly one, so aviation featured heavily as a youngster for John.

John achieved his glider certificate at 16, a PPL at 17, was a Queen's Scout and won a Duke of Edinburgh Silver Award, all of which helped him get to Britannia Royal Naval College Dartmouth in October 1967

After eight years as a Royal Navy helicopter pilot, flying ASW Sea Kings from carriers for 5 of those years, John had various jobs around the world on offshore oil support, including the North Sea in its 'formative years' as well as Nigeria, NZ, India and Eire and a year in the Victoria Police Air Wing before setting up his own business, Helicopter Service Australia. His Company operated throughout the eastern states of Australia on a variety of tasks, including traffic reporting (fixed and rotary wing), firefighting, ambulance, sling loads, frost protection, filming, photography, VIP and general charter and offshore support.

After selling his business and all aircraft in 2007 he slipped into a semi-retirement state. Subsequently, a working trip to Antarctica flying off a very small ice breaker in support of the French, he found he was flying in a unique and stunning environment. He still does occasional flying for Channel Ten News in a Bell Jet Ranger, some retirement! He holds a number of aviation licences, including UK and Australian ATPL's, Nigerian, Dutch, Canadian and NZ CPLs, and has about 15,000 flying hours.

John is also an active motorcycle enthusiast being President of the BMW Motorcycle Club and Chairman of the Victorian Motorcycle Association.

He has been a member of the Honourable Company since 1978 and Treasurer of the Australian Region for the last 5 years. In that role he has given outstanding service to the Aus-



tralian Region.

For his meritorious service to the Honourable Company and the aviation industry in many countries, John is awarded the Master's Australian Trophy 2016.

You may recall the admittedly tongue in cheek mention of the new job being undertaken by the former head of ground operations for NPAS Superintendent **Richard Watson** [retired]. As noted his new cake making venture had been nominated for the Great British Entrepreneur Awards- Food and Drink 2016.

The latest on this is that they won and naturally have been celebrating.

Also last month Richard Watson was invited to present at the Airborne Technologies Open Days in Wiener Nuestadt. It is said that it went very well but there have been no specific press releases about the event and what happened there.



 **GBEntrepreneurAwards** @Entrepreneursgb · 12h
Your tasty winner of the Food and Drink Entrepreneur of the Year is Paula Wilkinson of @MumsBakeCakes #GBEA



The Dorset & Somerset Air Ambulance Leonardo AW169 G-DSAA has been delivered to Staverton and is currently in the throes of its role conversion for entry into service next year.



MOVE ALONG THERE

How long is a piece of string? A common question when variables like aviation unit budgets are involved. On the west coast of the USA they certainly get more for their money. The Metropolitan King County Council serving communities around Seattle, Washington, has budget problems and part of their solution was to consider cutting the local Sheriff's helicopter and rescue unit.

The council need to find about \$1.67 billion for the next bi-annual budget and needed so cuts to help it work. In the line for cuts was the prosecutor's and public defender's offices and 11 sheriff's deputy positions as well as the aerial resources. The cuts facing those rescue units – no less than four helicopters and marine unit would only save about \$1.4M. There are many units across the world that could not operate even one helicopter for that sort of money!

In recent days news came in to say that the venerable Vietnam era Huey was at last leaving service. The celebrations may well have started too soon thanks to Aurora Flight Services. After demonstrating its autonomous aerial cargo/utility system (AACUS) on two other helicopters, Aurora Flight Sciences is to develop an unmanned UH-1H Huey with its Tactical Autonomous Aerial Logistics System (TALOS).

The final phase of the AACUS programme will transition TALOS onto an autonomous UH-1H that Aurora will demonstrate by 2017.

The US Office of Naval Research [ONR] originally sponsored AACUS, which allows an unmanned rotorcraft to land without the help of trained troops on the ground. That unmanned system could provide an alternative method of delivering supplies to remote operating bases or other threatened areas. The ONR tested AACUS aboard the Lockheed Martin and Kaman Aerospace's single-seat, optionally piloted helicopter K-Max in 2014, Aurora used AACUS on the Boeing H-6U Unmanned Little Bird in the same year.

Looks like the price point on the recently returned to production K-Max is still way too high!



Essex & Herts Air Ambulance repeated its monthly training get together at its North Weald Airfield base on November 15th. Attracted to the meeting was this H M Coast guard AW139 normally stationed at Lydd on the south coast. They must have enjoyed themselves as they only managed to get away as the light was fading over the historical airfield ©NWA Facebook

PAvCon Police Aviation Conference 2017

5-6-7 June 2017. To be held in one of the hangars at Doncaster Sheffield Airport [aka Robin Hood Airport] in South Yorkshire.

Based on the former RAF Finningley the airport opened in 2004. The RAF base dates back from the late 1930s and was once a base of each of the Cold War RAF V-Bombers although most notably the Avro Vulcan.

It comprises a single runway with a hotel, hangars and airport facilities on the west side.

We are working with the Vulcan Conference and Events centre at the **Vulcan Experience** onsite at The National Aviation Academy Hanger 3 Fourth Avenue, Doncaster DN9 3GE the Doncaster Sheffield Airport.

With the iconic Vulcan XH558 as its backdrop this unique events centre in the heart of Yorkshire, showcases one of the world's most inspiring aircraft, which up until late 2015 was the last flying example of the Cold War's famous V-force.

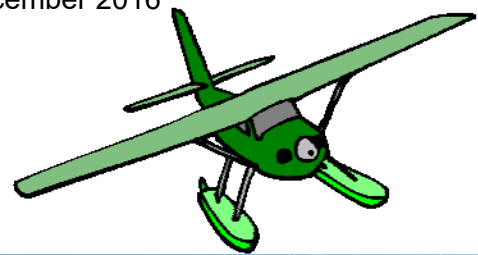
The classic bomber is the centre piece of a breath-taking conferencing and exhibition space that will be the backdrop to PAvCon.

The 'Airside' ramp is to house some interesting airframes that either live there or will fly in to join the event.

The airport offers direct flights to Europe and indirect flights to other countries.

After this edition is posted work will start on putting up on the web details of the event, the venue, hotels and how to get there just in time for likely attendees to pick up the job of booking as soon as the Seasonal overeating has finished and the fitness training recommenced!





THIS MONTH

December 7-8, 2016, National Drone Show, Walter E. Washington Convention Center, Washington, D.C. USA. Includes a Drone Flying Cage, educational sessions, panels and hands-on training conference, exhibits and Advanced UAV Workshop. This, the second annual National Drone Show builds on the success of 2015 launch event.

NEXT YEAR

6 March 2017 HRRRA Rescue Summit is held in conjunction with HAI HELI-EXPO every year. The HRRRA Board of Directors is making plans for the 2017 Rescue Summit on March 6 in Dallas, TX. I invite each of you to make plans to attend! Remember, the summit is free to all our members, and member agencies can send up to five people, free of charge. We are currently seeking presenters for the summit. If you have any information you would like to present, please reach out to Hank Reimer at hreimer@helirescuassociation.org <<mailto:hreimer@helirescuassociation.org>> as we have started to organize the schedule. If you have any topics you would like to hear a presentation on, please let them know!

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