

Police Aviation News

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Issue 270

October 2018



EDITORIAL

This month we are again to be tempted to attend the Helitech International show in Amsterdam. Three years ago, in London, we were treated to a view of the first EC135T2 upgrades for the UK police and perhaps we await with bated breath what new delights the Netherlands will bring us. Policing is about money. Whether it is the equipment or the people it all costs a great deal. Much is being made of the UK Governments dogged refusal to award the police a pay rise. The police wanted 3% to overcome a lack of recruits and they got 2%. Neither figure was going to make a big dent in the problem simply because the whole ethos of the job has changed. At one time anyone could join if they could read and write and act intelligently. Now candidates are expected to have a specialist college degree on policing and anyone who has taken that much time and trouble to learn does not want to be putting up with a piffling wage of £22,000 to become a target for spittle, slurs and shots. There are plenty of better paid jobs in a supposedly booming Britain - I was earning way over that figure as a street cop over 22 years ago but pay and conditions standards have eroded.

Someone, probably a think tank made up of ACPO/NPCC/Home Office worthies, decided that it took extreme intelligence to be a police person and now we have a *Certificate in Knowledge of Policing that cost time and money to acquire before any job application can be considered*. Not for the first time they have demonstrated that they do not understand the first thing about basic street policing.

A lack of basic awareness of how to do the job is common among those who run policing. Last month, when asked a direct question on the financial needs of policing the reply was that the Home Office 'does not know if the police system is financially sustainable' let alone what money they needed. That reflects last month's storyline about the apparent lack of knowledge within NPAS about Business Plans and what it costs to train a TFO!

Money is at the core of the critical HMICFRS report on NPAS nearly a year ago. Next month NPAS are due to provide their answer to each of the withering points raised by Matt Parr.

The HMICFRS report was critical of the NPAS mid-life update for some of the helicopter fleet, to give them a 5-year extension in life. Some of those airframes are now more than half way through that extension and still there is no clear programme for replacements on the table and, if last month's Freedom of Information reply is anything to go by, apparently no Business Plan for such a purchase.

And I remain confused as to why there is no Business Plan. There have been several 'Plans' in the life of NPAS and, so far, few of them survive longer than a year. Remember the grand plan of 2012 - the 26 helicopters running from 23 bases across the country? It seems they are all too easy to write but very difficult to keep to. The current claim is that there are 19 helicopters operating from a network of 15 bases across England and Wales and yet there are not 15 independent bases operational.

Bryn Elliott

LAW ENFORCEMENT NETHERLANDS

POLICE: The first trial installation EC135 mid-life upgrade airframe PH-PXD has emerged from the facility of Babcock Mission Critical Services Onshore Ltd, Staverton Airport, Gloucestershire and is undergoing company and customer acceptance flight tests of the systems.

No details of the extent of the upgrade are known but it is assumed to be similar to the NPAS T2 upgrades with very little obvious externally. There are some visible details though. Comparing some 2015 PAvCon images of the same airframe with today's shows that the EO/IR turrets and the searchlight have changed. An obvious addition is that there is a Meeker step on the right side; this reconfigures the tactical layout. In 2015 both the EO/IR and SX-16 were previously forward mounted, now they are both on the right/starboard side with the sensor still up front but the Trakka now is the other end of the Meeker step in the rear quarter.



COVER: It has been seventeen years since the Wales Air Ambulance was set up. Last month the charity reached a significant milestone in its lifesaving mission. The Charity has responded to its 30,000th call to support those in need. Launched in 2001 the operation has grown from a one-helicopter service flying from Swansea, into the UK's largest air ambulance operation. It now runs four aircraft with bases in Caernarfon, Welshpool, Llanelli and Cardiff.

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Other detail external differences include a counterbalance on the left/port side and a wire strike extension to the landing skid on the same side.



NORWAY

POLICE: The police in Norway are expected to dispose of their EC135T2 helicopters next summer. The example they leased from the UK (LN-OCB) is expected to be given up at that time with the new Leonardo AW169s coming on line.

UNITED KINGDOM

NPAS: *It was tempting to delete or rewrite the Editorial when, late on September 21 news broke that major changes were in hand in the hierarchy in Wakefield. In the end I left it in place despite it being clear that the major storyline was breaking. Details are still emerging.*

Chief Superintendent Tyron Joyce, Chief Operating Officer for the National Police Air Service is no longer in post. Was he pushed or did he jump remains an open question but I am aware that something of a sigh of relief came from many areas of NPAS that some action was being taken in the wake of the HMICFRS report by Matt Parr a year ago. There are unconfirmed reports via a Blog site written by a journalist called Neil Wilby that Joyce is on sick leave and that there is an enquiry underway into a number of different allegations. Various sources have alleged that the base problem has been wholesale bullying highlighted by rampant political correctness. In the wake of the Simon Byrne bullying allegations it appears that far too many sections of the NPCC are riddled with both.

Tyrone Joyce © NPAS



Standing in as the Temporary Chief Operating Officer is Oliver Dismore. How long that is intended to work is unclear; according to police process NPAS needs a Superintendent level figure to sit near the top of the tree and an advert for such a person cannot be delayed too long. That and many other requirements of setting up an independent police entity have piled massive costs onto the air operation and have led to its finances being marginal. Thanks to fairly recent process there is an option to parachute in a civilian figure to take over as a ranking officer and that could be a person with a primary knowledge in aviation rather than policing.



The change has taken place but it will be months before we will be able to assess the effect of the move.

Although the latest news on the fixed-wing air operation starting at Doncaster came in just as the last edition was being finalised I was unable to incorporate much detail into the last edition due to production circumstances [I was out of the office]. NPAS provided details of the latest situation with the fixed wing late in August.

“The first half of the NPAS fleet of four fixed-wing aircraft has now arrived in the purpose-built hangar at NPAS Doncaster and begun the UK testing process.

“Having satisfied rigorous flight-testing processes in Austria, both of the P68.R aircraft were flown over from Austria in the last few weeks by NPAS and Airborne Technologies’ pilots. Both aircraft retain their Austrian registrations (OE-FAD and OE-FAH) during this continued pre-acceptance period after which, they will be registered as G-POLZ and G-POLX in line with the rest of the NPAS fleet.

“Both aircraft have already begun a period of maintenance in the UK to fit police tactical radios and complete other internal work in order to undertake UK flights. Once this is complete, UK testing will begin in full. This process is very intense and involves periods of flight followed by periods of ground checking of equipment. This may or may not see the aircraft airborne. During this period, the aircraft is still under the control of ABT and will remain so until the pre-acceptance testing phase is complete.

“Whilst the full operational capacity of this additional arm to the NPAS fleet is still some way off at this stage, the arrival of the first half of the fleet brings us a definitive step closer to realising this position...” [edited]

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Hot on the heels of that message came notice of the predictable closure of Boreham in Essex from the last day in August. It was billed as a temporary relocation of 'NPAS Boreham' to 'NPAS London', 16 miles away to make way for a gravel extraction company who are about to extend operations at the site.

NPAS Boreham signed off Twitter with a chirpy "Well that's it folks. At 0945hrs on 31st August 2018 the last aircraft G-POLF departs Boreham Airfield. Crew Captain Robert Mitchell, TFO Nick Spencer and Pc Dan Wabe. The Airfield was built by the Americans between 1943 and 1944 in preparation for the D-Day Landings."

Ed: At the time of this announcement work had still not started on the new joint base at North Weald Airfield. The final stages of negotiations with the developer are under way. The deletion of Boreham will not severely affect operations – the quoted 16 miles is the direct flight distance, the road route is over 30 miles – so it will add only a tiny amount of time to flights into East Anglia but significantly diminish the service to eastern areas of Essex and Kent. Another, unconfirmed, source stated that the aircraft POLF went straight to maintenance so the physical transfer of the infrastructure of the operation took place later. The Boreham Twitter feed continues as a separate entity at the moment – and it announced that the crew went off for training, including a HUET day – but presumably it and London will eventually become NPAS North Weald and numerically at least another base with disappear.

The Boreham unit continues to operate under its own identity but from Lippitts Hill.

The demise of Boreham was in the NPAS plan of 2014. They were going to Southend Airport; unfortunately, and this applies to several projects in the past, they had not asked their new home if they wanted them [they did not] so the Boreham base lingered on until it seems that the gravel people had to [nicely] kick them out! This move does however reduce the number of operational NPAS bases below the claimed 15.

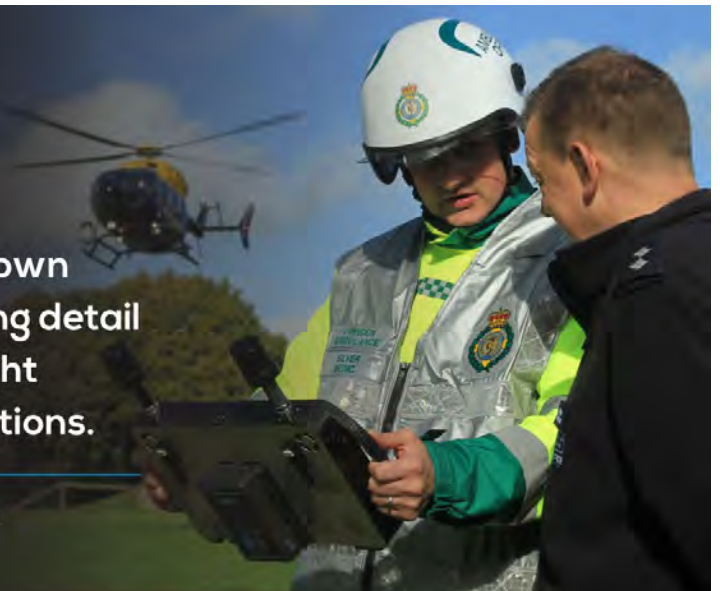
As mentioned on the previous page, the police in Norway are aiming to give up their leased EC135T2 LN-OCB (ex G-XMII) next summer. Early in September NPAS Tweeted that they were negotiating the return of the helicopter in Oslo.

The EC135 was originally slated to be disposed of by NPAS. With the extensive work undertaken over the years to suit it to Norwegian service it was seen as representing a particularly difficult remedial job to revert it to UK service. A change of perception means that it is now seen as a valuable asset. The assumption is that it will be sent to Babcock under a revision of the current contract and will return in the same standard as the other T2 upgrades in 2020. As G-XMII the aircraft served Merseyside Police until the unit was shut down in an early sacrificial move to set up NPAS. It could be said to rank as one of the first of many questionable decisions in the sorry chronology of the Nationalisation of UK police aviation.



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As part of the move from the historic airfield at Filton to the new site at Almondsbury the fuel farm at NPAS Filton was dismantled last month and transported to the new site.

Top image a 2017 study of the fuel facility and the NPAS base.

Left image: Last months NPAS Filton image of the removal of the tank for transporting.

Below: File image of the Norwegian Police EC135T2 LN-OCB (ex G-XMII) that is expected back off lease next summer.

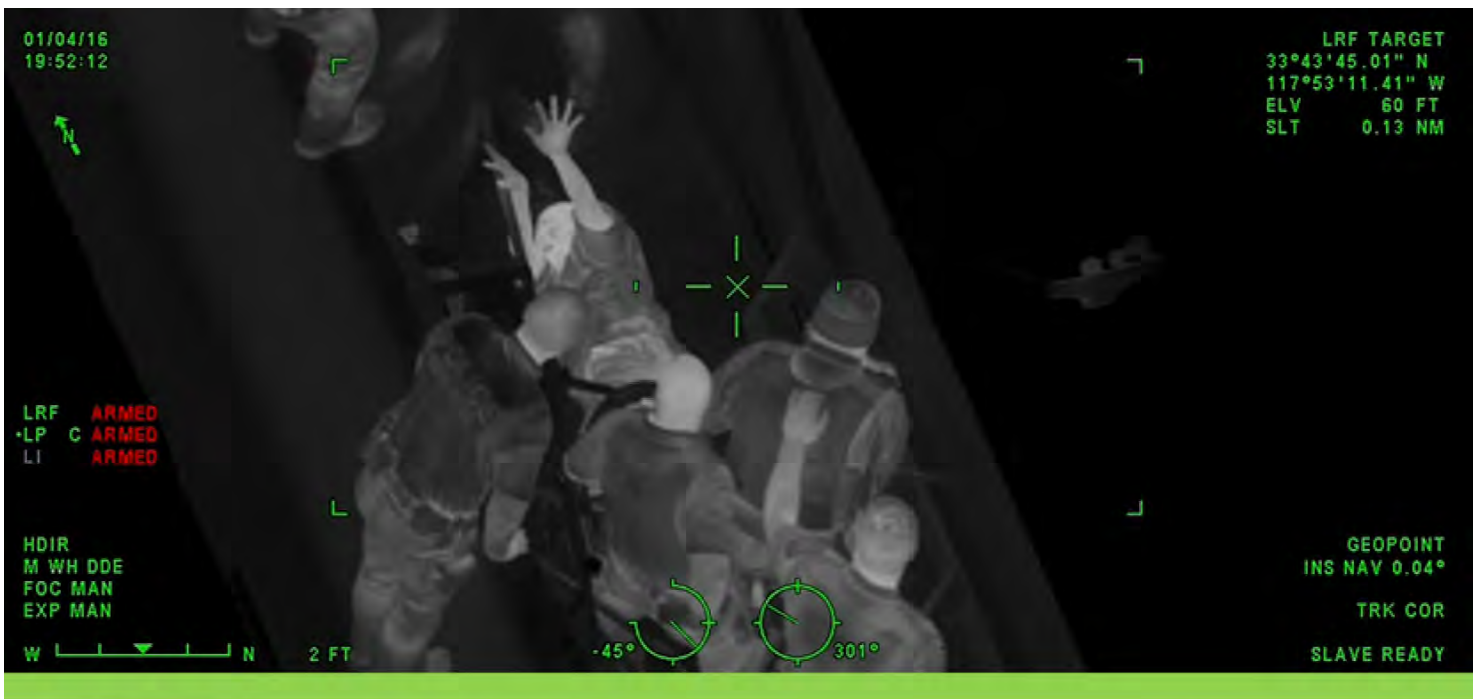


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Eurocopter EC135P2+, OE-BXA cn.0779,
of the Austrian Police at Vienna Airport,
Austria, on September 3 © Norman Hibberd



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UNITED STATES

NATIONAL: This month sees the opening of the National Law Enforcement Museum in Washington DC. The 'Museum is a subterranean facility depicting the vast history and evolution of the American police institution, spanning antiquity to contemporary law enforcement icons.

In July the main US law enforcement exhibit, the U.S. Park Police (USPP) Bell 206 helicopter known as Eagle 1 was delivered to the museum disassembled and on a flatbed trailer. It will be on display when the exhibits open on Oct. 13. The helicopter will be part of the museum's permanent display among other pieces of police nostalgia.

Eagle One was famously "the aircraft that rescued survivors from the 1982 Air Florida Flight 90 crash" in which some passengers and crew in an ice-laden airliner escaped when the aircraft ended up in the frozen Potomac River. www.opslens.com

CALIFORNIA: Three aircraft manufacturers have shown interest in providing the Stockton Police Department with its first helicopter. Initial information suggests that the resultant bids vary greatly in price and scope.

Hangar One Avionics, Bell Helicopter and Airbus submitted bids to supply the department with the aircraft, and according to documents on the City of Stockton's Bidflash page, a contract is expected to be awarded by the end of the year with operational delivery likely some months later.

In July, the department was awarded a \$3M grant by the state governor for the purchase of the helicopter. The Hangar One Avionics and Bell Helicopter bids fall within the grant funding figure but that of Airbus exceeds the available funds. All three are expected to be fitted with the L3 Wescam MX-10, GPS, Technisonic radio, digital video recorders, a mapping system and night vision goggles.

In the past Stockton relied on assistance from the CHP, flown in from outside San Joaquin County. [cos]

NEVADA: Early in September Trakka Systems announced that the Washoe County Sheriff's Office Regional Aviation Enforcement Unit, or RAVEN based in Reno, NV has selected the TrakkaCam TC-300 EO/IR turret and Trakka's map and video management system, the TM-100, to replace the 8500 EO/IR system manufactured by FLIR Systems and its associated Churchill Map system on one Bell OH-58 in their fleet.

Washoe County has been operational since the mid-1990s using DoD Surplus airframes the unit has Bell UH-1 and OH-58 helicopters acquired and refurbished using drug forfeiture money rather than taxpayer dollars.

The newly purchased TrakkaCam TC-300 and TrakkaMaps TM-100 were first used operationally on August 27, 2018. RAVEN's Chief Pilot, Sergeant Doug Russell, said the differences between the previous 8500 manufactured by FLIR Systems and the replacement TrakkaCam TC-300 is astronomical.

Trakka Systems TC-300 a compact, high performance, new generation single-LRU multi-sensor surveillance system. The system comprises a lightweight 300mm gimbal and has a total mass less than 19kg. It features high performance fully digital 4-axis gyro-stabilization, and a payload suite comprising MWIR thermal imager, HDTV EO/Spotter with continuous zoom. The TC-300 also includes eye-safe laser range finder, NVG compatible laser pointer, a fully integrated IMU/GPS for Geo-Location and Moving Map Integration, Auto Tracker, an advanced HD video engine and options for searchlight slaving, haze reduction, image blending and MTI.

Trakka Systems TM-100 Map & Video Management System brings a new solution to mission management and complements Trakka's range of sophisticated camera systems. The TM-100 is able to run on various computer platforms, ranging from notebooks and ruggedized laptops to Mil-Spec PC's. The flexible architecture is easily customizable with both open source databases and user proprietary secure databases. Designed to integrate with TrakkaCam cameras, the TM-100 can slew the camera line of sight to any point on the map, via pin touch, address, intersection, city, points of interest or coordinate entries. The TM-100 offers 3D, street, satellite and custom map views, available with augmented reality overlays on



National Law Enforcement Museum

at the Motorola Solutions Foundation Building





live video imagery. The user can effortlessly select between picture-in-picture, split screen, map-only or video-only viewing modes. The cameras' fields-of-view polygons are painted on the map, and aircraft markers are dropped on the map to document where the camera has searched and where the aircraft has flown. Speed modes are available to estimate ground track speeds and mission recording is accomplished via metadata streamed over an Ethernet connection to the Trakka camera system. For more information, please visit www.trakkasystems.com

Finance has reduced the buy to the one system so that will work alongside the existing capabilities. The Kiowa's are also fitted with night vision goggle (NVG) compatible lighting, the crews fly with the ANVIS-9 (F4949 Series) GEN 3-night vision goggles (NVGs), have the FLIR 8000 series system interfaced with Churchill Navigation's Augmented Reality Mapping System (ARS). Broadcast Microwave Services' video downlink system was part of the system.

All the aircraft in the fleet retain the standard Spectrolab SX-16 Nightsun searchlight though Trakka hope to sell their searchlight to the unit in due course.

Averaging only 450 hours a year for dedicated patrol flying, RAVEN responds to over 1,000 calls for service annually. The HH-1H Huey operated by RAVEN is primarily assigned to Search and Rescue (SAR) services with the additional summer role of firefighting.

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NEW MEXICO: The police in Albuquerque are looking to exchange their seventeen years old Eurocopter EC120 N120PD for something newer and more capable next year.

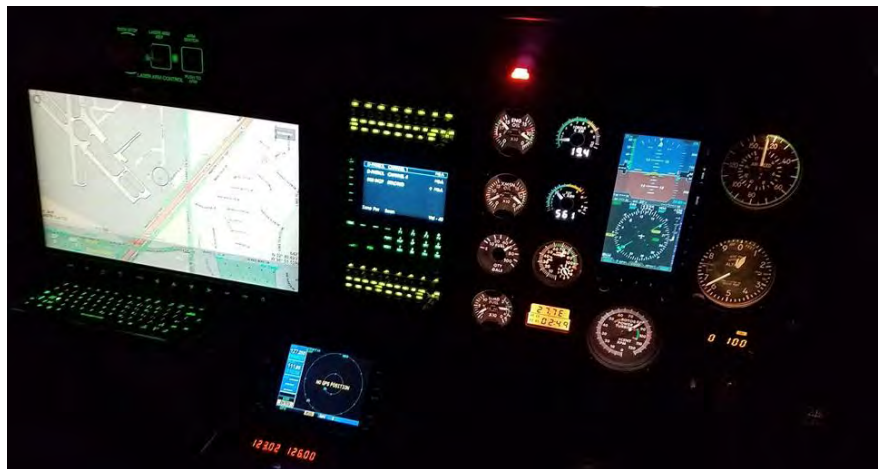
It's one of the most utilized tools in the department, but it's also one of the oldest pieces of technology Albuquerque police use almost every day. APD's helicopter, Air 1, is in dire need of an upgrade and the campaign to find the \$5M funding is now well underway as all the drawbacks of owning an elderly EC120 are regularly stated to the people with the purse strings.

The main thrust of the argument is the rapidly aging technology and the high projected costs of upgrading it, but they are also pointing out that the EC120 does not have much of a performance and that it is severely challenged at the altitude of Albuquerque. The elevation of the city ranges from 4,900 feet (1,490 m) above sea level near the Rio Grande to over 6,700 feet (1,950 m) in the foothill areas. At the airport, the elevation is 5,352 feet (1,631 m) asl.

Various upgrades have been incorporated – including the inclusion of a Trakka searchlight – but the equipment level does not include an ability to downlink the output from their modest camera system. *Ed: As the news story states "Air 1 was designed to fly at sea level, meaning it has trouble with Albuquerque's elevation. The hotter the weather, the less it can carry." Well nothing new under the sun there then! It was already known that the EC120 was challenged hot n high seventeen years ago so perhaps there is a need to actually read the manual before signing the contract this time too. The helicopter tends to do what it said in the manual!*

In fairness Albuquerque is not the first to make this mistake, there were other units like San Bernardino in California that suddenly discovered it was a bit of a slug hot n high. They got rid of theirs but perhaps they had more money to spend. Airbus consistently refused to upgrade the engine power of their 1995 vintage EC120 as it would have eaten into the market of their best-selling but ancient origins mid-1970s AS350 [H125]. Part of the result is that the 120 was way too expensive for what it offered and is no more; replaced by Bell and Robinson products of similar capabilities but far less cost. Even without this performance shortfall as a root cause the range and weight of role equipment has grown over the years, further complicating forward planning.

TEXAS: The Dallas Police Department has ordered new role equipment for their Bell 206 helicopters that will fill a long-standing capability gap. Obtained via CNC Technologies the new aircraft fit utilises the L3 Wescam MX-10 camera system and an Aero Computers moving map. Prior to the system entering service members of the unit were training with the Texas Department of Public Safety Aircraft Section in Mesquite, as they fly with the same kit. [Twitter/Facebook]



UNITED ARAB REPUBLIC

ABU DHABI: The air unit, operators of the AW139 since 2008, sent a delegation to Europe in early July to be briefed on international best practices and development expertise related to helicopters and their use in police operations. The group visited Airbus factories in Germany and France to evaluate the H145 helicopter. Officials said Abu Dhabi Police has a stated desire to comply with international best practices and implement the latest aviation technology.

The delegation included Lieutenant Colonel Pilot Marwan Rashid Al Khidr, chairman of the Abu Dhabi Police Operations Sector, and Lieutenant Colonel Pilot Mohammed Obaid Hammad, director of the professional and technical training division. [UrduPoint/APSA]

AIR AMBULANCE



CHINA

SHANDONG: Airbus Helicopters has delivered one H135 to Health Commission of Qingdao in China's Shandong Province, making this helicopter the first of 100 H135s to be delivered to China in accordance with a framework agreement signed in June 2016.

The H135 was delivered in HEMS configuration, fully equipped with the latest medical interior, and will perform life-saving EMS missions in Qingdao and the surrounding area. It is also the first H135 to be delivered to China with Airbus' latest generation Helionix avionics suite, which increases safety and decreases pilot workload.

At the ceremony, United General Aviation Industrial Development Co. Ltd. (UGA), Airbus Helicopters' distributor in China, signed a contract with Eastern General Aviation Company for two H135s. UGA has also previously secured a framework agreement with Qingdao Huatong Financial Leasing Co. Ltd. (Huatong Leasing) for six H135s.

The first five H135s of the order for 100, including the one delivered, are being assembled in Donauwörth, Germany, where Chinese final assembly line (FAL) employees have been receiving on-the-job training from their German counterparts since April 2018. The remaining 95 will be assembled in Qingdao on the H135 FAL which broke ground in 2017. The construction of the FAL will be completed by the end of 2018 and will enter into operation in early 2019 on schedule.

Airbus Helicopters holds the leading position in the Chinese civil and parapublic helicopter market. As of August 2018, there were approximately 280 Airbus helicopters flying in China serving 75 customers.

The H135 is one of the most popular light twin-engine helicopters in China, mainly operating in helicopter emergency medical services (HEMS), search and rescue, law enforcement, firefighting and tourism. To date, more than 1,270 helicopters of the H135 family are in operation around the globe with close to 5 million flight hours.

IRELAND

COMMUNITY: One of the country's top doctors has been critical of plans to launch a new charity funded HEMS without doctors on board.

Stephen Cusack, the first academic professor of emergency medicine to be appointed in Ireland and a pioneer in the development of pre-hospital care in Ireland, described the omission as a "missed opportunity".

Dr Cusack spoke out as an AgustaWestland A109E aircraft, G-SHLE, owned by Sloane Helicopters ar-

rived in Kerry to kick start the new service. This marks the latest stage in a decade-long campaign by the Irish Community Rapid Response charity to launch an air ambulance service.

The HEMS is being supported by the HSE and the National Ambulance Service (NAS). Medical crew training is under way and it is hoped it will go live with the emergency call-out system this month.

The service, to be based in North Cork, will be crewed by an advanced paramedic and an emergency medical technician in line with the existing service operated by Athlone-based Irish Air Corps 112 HEMS service.



John Kearney the founder of the new charity service has said that he hopes doctors will be added to the service in due course. [Irish Examiner]

Ed: A further development of Dr Cusack's theme was that a few days later HEMS doctors from around the world signed an open letter raising safety fears about the operation. The letter signed by 22 experts from the US, Australia, New Zealand, Canada and Norway, highlights the dangers of the paramedic-led service.

They say that "This is not up to the standard expected of a HEMS and will not be able to provide advanced pre-hospital medical and trauma care to the critically ill and injured patients it is tasked to." For the first time, and not without much heart searching, this charity funded air ambulance is expected to bring the population of a 16,000 square km area within 20 minutes of critical medical care at no cost to the patient and yet these doctors seek to cripple it at birth with additional tasking that will cost a great deal of money. It is believed that 92% of patient needs will be met by the current set up.

Ireland has only a small population [4.8 million] and negligible population density compared with the United Kingdom where charity HEMS works well so there are significant challenges to sustaining the new air ambulance on donations alone.

In time the funding stream may be able to support the costs associated with doctors and their specialist medical capabilities, but the charity has the aircraft operating – and in a manner not obviously different to all of the past start-ups across the UK. They though had the option to start-up on the relatively inexpensive BO105 and worked their way slowly towards having doctors. Walk before you run is a good adage in this industry and even more so when the number of potential charitable givers is limited.



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JAPAN

DOCTOR HELI: Helicopter operator Hiaratagakuen based in Kansai, Japan took delivery of its second Kawasaki/Airbus H145 at the end of August.

Hiaratagakuen currently operates fourteen H135s and one H145. The new H145 will join the fleet to support HEMS missions and serves as passenger and utility transport. The first H145 entered service in June 2018 for aeromedical operations at the Nagasaki Medical Centre in Nagasaki Prefecture, six months after it was delivered late last year.

In Japan air ambulances were deployed in the EMS role under the branding Doctor Helicopters in 2001. In 2010, the Kansai government implemented region-wide EMS support network and Hiratagakuen became its main operator of these life-saving missions. Today, there are over 50 helicopters supporting emergency medical missions in 42 prefectures across Japan.



Meanwhile thousands of miles away Babcock were taking delivery of another example of the Airbus Helicopters H145 to add to their growing fleet — G-EMSS c/n 20217 @James Lloyds

Derived from the venerable BK117 series the H145 is the latest development undertaken in co-operation with Kawasaki Heavy Industries. Although they have historically been slightly different products the H145 are now the same and both feature the state-of-the-art Helionix avionics suite and mission capability. [Vertical]

RUSSIA

During the Hydroaviasalon-2018 event, subsidiaries of Rostec State Corporation — Russian Helicopters, National Service of Medical Aviation (NSMA) and Avia Capital Services LLC — signed a contract to supply 104 Ansat and 46 Mi-8AMT medically equipped helicopters. Agreements on after-sales service were also signed.

The agreements on helicopters delivery will be implemented as part of a large-scale project of Rostec State Corporation on creating a single operator of air ambulance services in Russian Federation regions.



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The development of EMS aviation is a national health project with Rostec implementing a comprehensive project establishing an air ambulance service, providing it with aircraft and building the necessary ground infrastructure. The helicopters will be manufactured and delivered specifically for NSMA.

Last year, Rostec undertook the initiative on creating a united system of air ambulance in Russia to provide 24/7 medical care. The project is financed by Avia Capital Services LLC, which procures helicopters and provides them to the NSMA for 15 years on financial lease terms.

NSMA is already transporting patients in need of emergency care in Saint Petersburg, the Moscow Region, the Leningrad Region, the Sverdlovsk Region, the Novgorod Region and Karelia. The first Mi-8AMT EMS helicopter was officially handed over to NSMA at the event.

UNITED KINGDOM

CHILDRENS: Last month marked the national launch of The Children's Air Ambulance [TCAA] culminating with gatherings at the new designated air bases by all those involved in a complex six-year project.

Specialist Aviation Services (SAS), Leonardo Helicopters, pilots and representatives of the niche lifesaving charity, attended a ceremony at Gloucester Airport, Staverton, Cheltenham to mark the handover of two new specialist AgustaWestland 169 helicopters.

The helicopters to be based in Oxford and Doncaster will, according to the charity, become the only flying intensive care units in the country dedicated to transferring critically ill children and babies from local hospitals to specialist paediatric treatment centres.

Speaking at the ceremony, TCAA CEO Andy Williamson said: *"This is the culmination of a long and difficult journey to provide this unique service and I am very proud to see it come to fruition and of all those involved in making the dream a reality.*

"The difference these two helicopters will make to children, parents and NHS doctors and nurses involved in paediatric and neonatal specialist air transfers is very significant and that's what this charity is all about."

The bespoke equipment on-board includes a specially designed stretcher, incubator and extra seat for a parent to be able to accompany their child.

The three launch events were at London Oxford Airport (the airbase for 1st helicopter) – 12th September, Doncaster Sheffield Airport (the airbase for 2nd helicopter) – 14th September and Bristol, Leigh Court – 19th September. Each event was scheduled to run for two hours at midday and provided an opportunity for the media to meet the team behind the national {TCAA}, its new airbases and new helicopters.

Ed: What the release did not say is that while the launch event took place at Doncaster Sheffield, for the next three months the helicopter is being temporarily based down the road at the General aviation field of Gamston near Retford while the hangar is completed. With the winter months creeping in this may impinge upon the availability of the helicopter as there are no blind landing aids at the smaller airfield.



WALES: Less enthusiastic about the higher profile TCAA project are Wales Air Ambulance. They operate four Airbus helicopters within Wales and the charity emphasise their child friendly capabilities.

The visual and equipment promotion of a child friendly service dates from the early days of TCAA when they were seen to be poaching funds from the other established charity funded operations. Although the position has softened over the years Wales maintains its Wales only service.

Wales operates three H145 helicopters from three bases and has an EC135 based in Cardiff. In addition, the service operates five Rapid Response vehicles across Wales. These carry the same lifesaving equip-

ment as our helicopters and are primarily active at night and in bad weather.

It has been seventeen years since the Wales Air Ambulance was set up. Last month the charity reached a significant milestone in its lifesaving mission. The Charity has responded to its 30,000th call to support somebody in need.

WAA was launched on St. David's Day in 2001. From humble beginnings as a one-helicopter service flying from Swansea, it has grown into the UK's largest air ambulance operation that can be anywhere in Wales within twenty minutes. At a cost of £6.5M per year, it now runs four aircraft with bases in Caernarfon, Welshpool, Llanelli and Cardiff. It is the only air ambulance charity based in, and dedicated to, Wales.

GREAT WESTERN: At the end of August the Great Western Air Ambulance Charity (GWAAC) welcomed Robert Bertram, Chief Executive of the HELP (Helicopter Emergency Landing Pads) Appeal, to their existing air base on the edge of the old BAE Filton airfield.

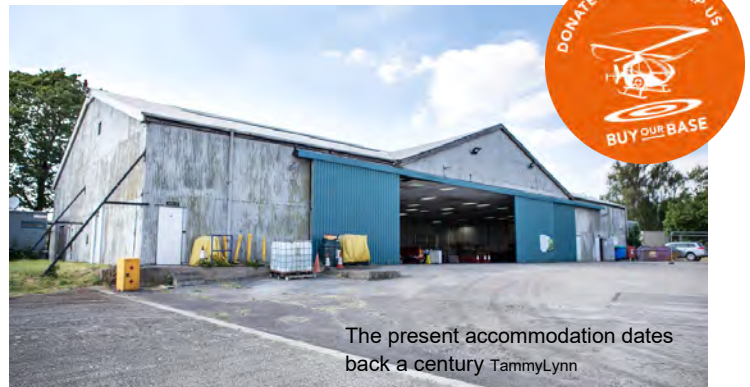
During the visit, he met with representatives from GWAAC to find out more about their new air base, which is currently under construction a few miles away at Almondsbury alongside the M5 motorway.



An air ambulance graphic that oddly makes use of an image of the H130 as the air ambulance. ©GWAA

The HELP Appeal is the only charity in the country that funds the development of helipads at Major Trauma Centres, key A&E hospitals and air ambulance bases. They have donated £300,000 to fund "the helipad" at GWAAC's new air base in Almondsbury, citing it as being a significant contribution to the charity which will enable them to continue providing their life-saving service.

In using a somewhat tired former World War 1 hangar as their base and aircraft store the current accommodation is one of the oldest in the country and is less able to meet the needs of the increasingly busy service. Their landlords, BAE, are building a new air base to house the service, along with the National Police Aviation Service (NPAS) in Almondsbury to enable the aircraft manufacturer to maximise the profit from selling off the airfield for redevelopment. No-one wants noisy and smelly helicopters next to their new housing development as that probably affects the price.



The present accommodation dates back a century TammyLynn

BAE were simply building a fully furnished new base that they could rent to GWAAC and NPAS but now there is a new twist in the storyline in that aircraft builders BAE, not wishing to continue to act as estate agents on the new site, have offered the newly built site to GWAAC to own.

After a series of enquiries emerged, Anna Perry the CEO of GWAAC addressed the issue with a statement.

"The entire Almondsbury base is being bought by GWAAC for £1.95M. This is a fixed price as we have exchanged contracts with BAE, who are selling it to us.

"They are running a public appeal for £1.25m to help us buy and equip the new airbase. We will meet the remainder of the cost from our reserves. We still desperately need public support in our fundraising efforts.

"The public appeal was launched on 9th July and was reasonably well covered in the media. We were unable to discuss the purchase publicly before then."

NPAS and GWAAC will take up tenancies in the new base during October, all being well. NPAS will become GWAAC's tenant when the sale of the base to GWAAC completes. There is no date for this yet.

UNITED STATES

KANSAS: Stormont-Vail says it is finalising the sale of its air ambulance service, to the same company that owns the local AMR ground ambulance service.

Life Star will transition to Med-Trans Corporation, a subsidiary of Air Medical Group Holdings, the world's largest provider of emergency air medical services with health systems in 26 states.

Stormont and SCL Health were co-owners of Life Star since it was set up in 1988, but SCL sold its share last year, when they sold Saint Francis Hospital. In giving up the air ambulance operations Stormont can focus on patient care while Med-Trans will keep the current operation bases in Lawrence and Junction and Stormont staff will continue to be part of patient transfers, including the neonatal intensive care transport team.

UTAH: Metro Aviation recently delivered the first EC145e from one of its largest commercial helicopter orders to the University of Utah Health AirMed operation.

Metro's completion centre, located in Shreveport, Louisiana, outfitted the light-weight version of the EC145 helicopter with mission-specific gear tailored to hot environments, high altitude conditions and avalanche rescues. Additionally, the aircraft features standard air ambulance equipment, which AirMed plans to utilize for mechanical circulatory support and bariatric support.

The new aircraft replaces a Bell 407 helicopter and joins AirMed's fleet of two PC-12's, three BH 407's and an IFR-equipped EC145.



Metro Aviation will be showing this EC145e at the upcoming Air Medical Transport Conference in Phoenix AZ ©Metro Aviation



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FIRE

Illustrative only

UNITED STATES

CALIFORNIA: United Rotorcraft is to undertake the conversion of two surplus U.S. Army aircraft into FIREHAWK® helicopters for the Ventura County Fire Department (VCFD).

VCFD purchased two U.S. Army HH-60L aircraft, originally configured as dedicated MEDEVAC helicopters. These aircraft were outfitted with the United Rotorcraft medical equipment and patient litter systems, some of which will be repurposed in the new FIREHAWK® configurations.

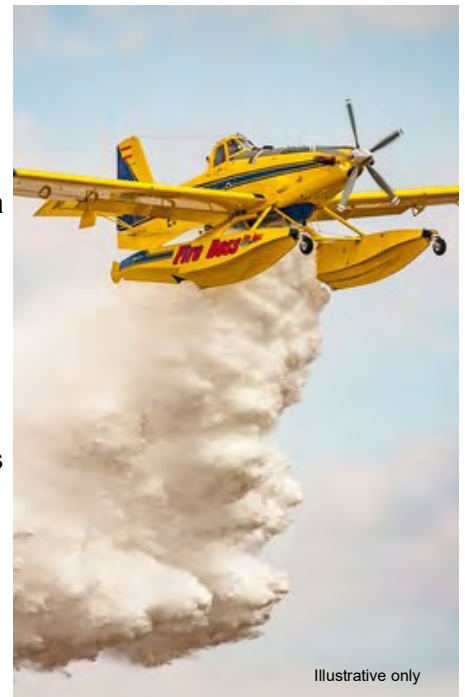
Following a full maintenance inspection, the aircraft will be painted at the United Rotorcraft Decatur, Texas facility and modified at in Englewood, Colorado.

Ventura County Fire Department works with the Ventura County Sheriff's Air Unit in acquiring and outfitting the right aircraft for the active fleet. In the past Ventura has acquired and converted in-house several Bell Huey helicopters for its fire-fighting, law enforcement and ambulance work.


The reconfigured Sikorsky aircraft will include an aerial firefighting mission package with extended landing gear, a 1,000-gallon firefighting tank, and a retractable snorkel system. A multi-mission interior including reconfigurable crew stations will be installed to allow the aircraft to perform a variety of missions including firefighting, fire crew transport, search and rescue and medical evacuation. In addition to mission equipment, upgraded avionics and a new instrument panel will be installed in the cockpit.

Elsewhere in California a \$17M firefighting helicopter damaged during the La Tuna Fire a year ago has been returned to service and the Los Angeles Fire Department fleet of aircraft was back to full strength for the peak of the brush fire season at the start of September.

LAFD's Fire 4, N304FD, an Agusta-Westland AW139, had part of its tail torn away, its fuselage damaged, and the tip of a main rotor blade broken-off during an accident on September 17, 2017. The initial accident report appeared in the October 2017 edition of *Police Aviation News*.



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SEARCH AND RESCUE

EUROPE

The UN High Commissioner for Refugees (UNHCR) has reported that the mortality rate for people trying to get into Europe has risen significantly this year. One person died or went missing on their journey to Europe for every 18 who arrived safely - up from one in 42 last year.

The report, titled *Desperate Journeys*, highlights government attempts to stem the flow into Europe had "led to fewer arrivals in Italy, but a far higher death rate".

The UNHCR figures are primarily based on the final sector of the migration routes and discounts the many migrants presumed to lose their lives on their way to the Mediterranean coast from central and west Africa. Crossing the Sahara Desert and other natural barriers takes an unknown toll.

Arrivals in Italy decreased by 81% in the first seven months of the year, and the total entries on the continent dropped by 41%. The EU has sponsored a scheme whereby the Libyan Coast Guard intercept migrants and so far over 18,000 have been taken to detention camps in Libya.

There is increased opposition to migrants in parts of Europe, Italy refuses to allow boats which had been rescuing people from capsized vessels in the Mediterranean to dock. Using the same inadequate craft, the would be migrants are having to travel further with less chance of being picked up and an increased chance of foundering.

The camps in Libya are reported to be places of cruelty and slave labour that reflects the ongoing violence in the country. People taken back lead to further deterioration in the already poor and overcrowded living conditions in detention centres, where limited access to clean water, sanitation and healthcare has increased physical and mental health consequences.

UNITED KINGDOM

ST. ATHAN: The HM Coastguard search and rescue (SAR) helicopter base in South Wales has taken delivery of two brand-new Leonardo AW189 helicopters, which flew into service for the first time late last month.

The new aircraft replace two smaller Leonardo AW139 aircraft, which have been a familiar sight in the skies above South Wales and North Devon since October 2015. Each new £20M AW189 helicopter, painted in red and white HM Coastguard colours, is operated by Bristow Helicopters Limited, on behalf of HM Coastguard.

The Coastguard base at St Athan is the fourth base in the UK to fly this new model of helicopter for SAR missions, following Lydd and Lee-on-Solent on the south coast, and Prestwick in Scotland.

St Athan is one of seven purpose-built sites created since Bristow took responsibility for the UK SAR service. Each new base represents an investment worth in the region of £7M.

Opened in mid-July was the last purpose-built HM Coastguard helicopter base at Lydd, Kent. The building was opened by Nusrat Ghani MP, Parliamentary Under-Secretary of State for Transport.



Leonardo AW189 ©DSA

INDUSTRY

Fighting fires at night is an effective tool for combatting threatening wild fires. Temperatures drop, humidity typically increases, and it is easier to spot hot spots at night making night time firefighting ideal. Now, Fort Morgan, Colorado based CO Fire Aviation has a new tool to combat fires at night. **Aviation Specialties Unlimited, Inc.**, (ASU) recently modified one of their fleet of Air Tractor AT-802F aircraft for night vision goggle (NVG) operations giving pilots an increased advantage in the safety and effectiveness at night.

Since 1995 ASU has modified more than 1,300 aircraft for NVG operations including the Thrush S-2R, PZL-Mielec M18, and rotorcraft including the Bell 206 and OH-58A for aerial application operations but the AT-802 is the first fixed-wing dedicated to firefighting. Because of its 800-gallon capacity, manoeuvrability, and speed with a 1,600 horse-power engine the AT-802 is ideal for fighting fires in a variety of terrains and conditions.

CO Fire Aviation, starting with just one aircraft in 2015, has grown to eight aircraft and fourteen pilots to meet the growing demand for agile aerial firefighting capabilities. They are currently performing daytime contracts with a number of state and federal agencies and now their experienced team can offer the capability of night time aerial firefighting to customers domestically and abroad.



At the end of August **Specialist Aviation Services** [SAS, PAS & MAS] held a staff family day at their Staverton Airport which reportedly included flights for attendees in some of the helicopter fleet. The company had three AW169s and two MD902s inside their hangar. [G-TCAA, G-PICU, G-KSSC, G-EHEM & G-SASR [and possibly others].

From 345pm until 415pm the same day, AW169 G-TCAA [Special 57] and MD902 G-SASR [Special 17] departed Staverton in formation heading to the north of the Airport for a photoshoot and several other family ride type flights were undertaken using the MDs until the Airport shut at 730pm. [MJ/JL]

With the approach of **Brexit** [the United Kingdom leaving the European Union] it has been claimed that the UK has insufficient resources to adequately undertake the protection of the newly reacquired fish stocks. Existing arrangements include assigning two unarmed Rheims Vigilant 406 aircraft to each of Scotland and England & Wales and four lightly armed Royal Navy vessels. In March the first of five new RN vessels came on line.

Notwithstanding the promised new RN vessels, the lack of resources is being highlighted by political worries such as Admiral Lord West of Spithead. Other publications are promoting his stance.

Alternative surveillance options including satellite imagery have been mooted but much of the critique relates to a lack of coordination and command and control of the limited assets.

The most likely available aircraft, the 406s, a Turbine BN-2 and Dornier 228s are all elderly and there might be sense in inserting something new. The options there include the Diamond DA42, or its larger stablemate, the Diamond DA62, with options for an enhanced range of sensors, including radar, an electro-optical camera turret and a satellite radio might fit the bill at a price. Although significantly smaller than the existing types the Diamond's fuel-efficient Jet-A1 aero diesel engines would inject affordability to day to day operations once acquired. They are serving in the border surveillance role across the EU/Frontex, several being sourced from UK companies and therefore have a proven track record.

Whether there is a need for specific inshore surveillance, coastal patrol, does not seem to have been brought into the discussion. For any low intensity need there is the option of temporarily accessing 'police' fixed wing [NPAS and other agencies] but it has been suggested that there may be a need to factor in the voluntary sector in the manner operated by many other countries including the US Coast Guard service Auxiliary Coastguard (Air).



HMS Forth [P222] is the first of five state-of-the-art Royal Navy vessels designed for fishery protection, as well as counter-piracy, anti-smuggling, border patrol, counter terrorism and maritime defence duties was accepted in March. As a new vessel it is reported to be suffering more than its fair share of teething troubles.

Production of the new River-class vessels is underway with the £116M ships emerging at around six-monthly intervals with entry into service complete in 2020.

The vessels have a total crew of around 58, but designed to go to sea with 39, they can spend up to 320 days a year on operational taskings, are faster than their predecessors, have an increased range of 5,500 nautical miles. Each has a 30mm automatic cannon and machine guns, are equipped with two Pacific 24 sea boats and a flight deck able to accept up to the EH101 Merlin size helicopters and accommodation for Royal Marines for boarding and supporting operations.

As was found with the existing ships they are likely to see extraction from Fishery duties to other regions. They will be deployed on rotation to protect the Falkland Islands and are capable of deploying to the Mediterranean and Caribbean to uphold UK interests around the world.

The Treasury has set aside £12.7M from the Government's Brexit preparation allocation to support work with DEFRA on maintaining the UK's fisheries.

On present evidence it appears that only one ship may be on station at any given time, so the air assets may prove ever more important.

The T625 multirole helicopter of **Turkish Aerospace Industries** successfully performed its first flight on September 6th at the TAI facility in Ankara, Turkey.

The first prototype of new generation, 6-ton, light intermediate, T625 Helicopter which is completely designed and developed by Turkish Aerospace, completed its maiden flight after several ground tests. During its 20 minutes flight, the aircraft performed as expected with an assessment of the helicopter's general handling, transmission and rotor systems.

T625, is a twin engine, 12 passenger, 2 crew helicopters specifically designed for military, paramilitary and civilian purposes.



Russian Helicopters has joined with Rosaviatsiya to start exporting Ansat helicopters. They hope that once Rosaviatsiya validates the certifications, they will be able to start exporting in 2019. Rosaviatsiya has begun talks with Chinese authorities as well as Indian, Mexican, Columbian and Brazilian [TASS].

Metro Aviation recently delivered an H135 to Washington Hospital Center's MedStar air ambulance.

The hospital arranged for Metro Aviation to customise the aircraft at their Shreveport, LA facility. The H135 features a standard medical interior including various specialty add-ons including a Cardiosave mount for hemodynamic support and Outerlink's IRIS – a system for satellite tracking, push-to-talk radio, flight data monitoring and voice and video recording.

This aircraft joins MedStar Transport's fleet of four existing air medical helicopters, which aid in the transport of approximately 10,000 patients a year.



Last month **Airborne Flying Service** based on the airport at Hot Springs, Arkansas is celebrating 30 years of operations.

Primarily specialising in fixed-wing air ambulance service, Airborne's operations stretch to LifeNet in Texarkana and providing medical flight service in Little Rock with a seasoned team of employees who have previously served across various industries. The aircraft fleet includes light twins including the Piper PA-31. Airborne has also secured contracts with the US Forest Service to fight fires – providing both aircraft and pilots to perform an airborne taxi service. The prime functions vary from getting emergency personnel on the ground to fight forest fires, and to train new personnel in air-to-ground communications. <http://www.airborneaa.com>

ACCIDENTS & INCIDENTS

13 August 2018 unidentified air tanker aircraft. A retardant drop on a large fire on United States Forest Service land, the Mendocino Complex near Pillsbury, California knocked over a 90-foot-tall Douglas fir tree that fell on a firefighter, Battalion Chief Matthew Burchett from Draper City Fire Department, Salt Lake City, Utah. He died of his injuries in an Ukiah, CA hospital. The fire is recorded as being the largest wildfire in recorded California history and Burchett was the sixth firefighter to die in CA fires this year. (media)

12 September 2018 Airbus Helicopter AS350B3 N918HP California Highway Patrol. Struck wire and made a precautionary landing near Lake Berryessa, Napa County, California west of Sacramento. Minor damage. [FAA]

19 September 2018 Cessna 206H single N247F. Drug Enforcement Agency. Aircraft with three persons aboard veered off final approach path into Sugar Land Regional Airport but was unable to return to the airport so was attempting a landing on a roadway, Voss Road, Sugar Land, southwest of Houston, Texas. It hit several cars and wires and crashed. Aircraft badly damaged but largely intact, tail ripped away aft of the cabin and severe damage to both outer wings. Some non-life-threatening injuries. [KPRC]

24 September 2018 Helicopter. Air ambulance. An unidentified Arch Air Medical Service helicopter made an unscheduled landing at O'Fallon, Illinois. The helicopter landed in a field off Lemmen Settlement Road near Witte Road. No injuries were reported and no patients were on board. [Media]

28 September 2018 Bat Hawk Microlite ZS- MIL. Patrol aircraft operated by Pilanseberg National Park on anti-rhino poaching patrols struck a zip wire over the Sun City Theme Park near Johannesburg, South Africa and remained suspended at 330 feet by an attachment for the propeller. The two occupants were reached and retrieved by a mountain guide, Rob Thomas, who travelled down the zip wire and lowered them to the ground.

Ed: The incident was attended by helicopters but after an assessment from the police AS350 it was decided that the downdraft would dislodge the precarious position. After the people were saved the zip wire was lowered allowing the aircraft to be retrieved and it looks as if not too much damage has been done. The Bat Hawk is a high wing stealth aircraft used by many game reserves for anti-poaching patrols as it is extremely quiet and can fly very slowly and take off and land in just 30m. The ZIP2000 ride at the entertainment resort of Sun City is one of the highest and fastest in the world and sends thrill seekers head first down a 1.25 mile wire at speeds of up to 100mph.



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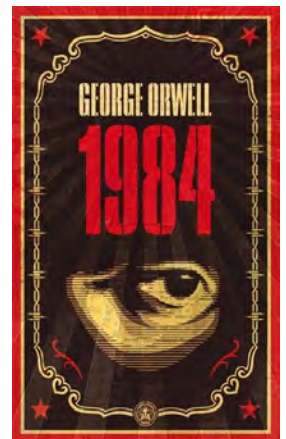
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FLIGHT SAFETY


Highlighted during a BBC television programme early in September - The skies above: Serious aircraft 'near-misses' double – private pilots were urged to fit new safety devices as BBC research reveals the number of near-misses in UK skies has risen by 60% in five years. The number of accidents reported to the Air Accident Investigation Branch (AAIB) has also risen - up from 654 accidents in 2013 to 708 in 2017. In direct contrast to many who complain the UK GA flying is on the wane pilots who spoke to the BBC programme blamed the rise on increasingly busy skies. The Civil Aviation Authority (CAA) said the UK safety record was "one of the best" in the world. The number of near-misses rose by 58% from 172 in 2013 to 272 last year. The most serious incidents, classed as "category A airproxes", rose by more than 100% - from 22 in 2013 to 45 in 2017. Drones are part of the problem, in 2017 there were 93 near-misses involving drones and yet the number was zero just four years earlier. Half of all category A near-misses in 2017 involved drones. Hundreds of the more than 2,000 incidents investigated by the UK Airprox Board in the past decade involved military aircraft, including planes, helicopters, gliders, drones and parachutists. USAF fighters based at RAF Lakenheath in Suffolk have been involved in nearly 30 airproxes. Examples include two F15s coming within 500ft of a civilian B350 aircraft over Marham in Norfolk and an F15 passing close to a police drone at about 500mph (800km/h) on the edge of Dartmoor. Commercial airliners started fitting transponders in the early 1990s and numbers of near-misses almost disappeared overnight but as recently as ten years ago attempts to get GA aircraft owners to fit similar equipment failed to overcome resistance based on the cost of acquiring and installing the equipment. With smaller lighter and cheaper equipment now available to the market the CAA is about to try again with the lower end of the market, but it may well be the installation costs that continue to deter acceptance.

UNMANNED THE EMPORORS NEW CLOTHES

For a long time now there has been the assumption that for the police drones were the newer cheaper and better option for the future. Different countries have different rules and regulations that either help or hinder the acquisition process. In addition, and particular in the United States, there is public opinion. This latter is a very serious barrier to the adoption of drones – as it was for the easy adoption of EO/IR cameras many years before. Both technologies are seen as intrusive aid of the state and acting as spies on the public. Even as other parts of the world readily accept thousands of spying CCTV cameras, the dire warnings of *nineteen eighty-four*, the George Orwell book, are alive and well in the US heartland. The Denver Police Department in Colorado recently purchased a \$3,000 drone to photograph crime scenes and collect high resolution imagery of potential evidence. According to the Denver Post it has officially shelved the plan. They cite the reason behind this particular reversal of intentions as public concerns over the potential for invasion of privacy and encroachment on civil liberties. Similarly, Fairfax County in Virginia delayed its own drone intentions in the face of concerned citizens. The delay may eventually be reversed but the police have gone back to basics to spend a great deal of time on




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a campaign directed at swaying public opinion.

Over on the West Coast law enforcers have faced similar difficulties. There are reports that Marin County Sheriffs Office in California wants to launch an unmanned aircraft systems section but has faced criticism from citizens and some local officials. They have yet to purchase any UAS or decide on how many to buy. Meanwhile Marin have already arranged for four officers to be trained and have an initial budget to spend of \$20,000 to \$25,000. Spending a similar amount on a mobile CCTV vehicle with a telescopic mast would probably have simply been agreed. It is the free flight element of the equipment that raises suspicions. Meanwhile back in Denver the Fire Department has seen no problems and is buying more drone related equipment even as the police programme falters. The craft fly in the same airspace and initially at least have the same mission profile but are deemed by a fickle public to have very different aims and aspirations. One element of the fear, in this gun-mad country is that the police might aspire to arm drones to fire at suspects. It may be far-fetched, but the principle has been proven, armed drones have flown and appeared on television letting off rounds. That is evidence enough for an influential sector of the public. From the viewpoint of most police operations they simply want to undertake similar tasks to those found acceptable in the fire-fighting role, but the mutual distrust engendered between some police and the public is simply too great.

Public opinion aside, as the drone industry continues to take off, unmanned aerial vehicle experts say its likely drones will be used by almost every law enforcement agency across the USA within the next few years. Whether that will lead to each and every patrol car having a small UAV as part of its equipment 'within ten years' remains open to question. The sheer cost of the training requirement should preclude that.

Currently the US state displaying the most advanced public safety capability is Nevada. The Nevada Highway Patrol drone programme has five drones with a \$35,000 budget set aside.

In a similar vein the West Midlands Police in the UK recently set up a new drone unit primarily financed by proceeds of crime money. The intention of the unit is to provide a low-cost drone facility to all of the West Midlands emergency services – police, fire, ambulance and any others interested.

The 'new' unit is a resurrection of an older unit that was simply set aside because the officer that was the prime mover retired. When he left the tools of the trade were put in store.

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Technologies

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Step back a few years before that a we can recall a fireman, Pat Mika, who ran a similar unit for the West Midlands Fire Service [WMFS]. When he retired in 2009 the knowledge was passed to one of his colleagues, but it was not long before that operation was also set aside. The WMFS currently has no plans for drones and might therefore have an interest in taking a limited interest in the output from the police operations.

Although only a few months old the WMP drone operations already face their own 'La La Land' issues in that they have managed to convince themselves that the operation is 'FREE' – exactly the same delusion that was faced by real air support operations in the UK before they stepped off into mire that is NPAS.

Nothing is free. Yes, they might have use an old van that was written off from the main fleet but that still has residual value and running costs. The drones may have a defined one off first cost and a tiny ongoing maintenance costs, but they are not free and someone will have to be assigned to the administration of them.



The new drone unit was the subject of a presentation at the ESS ©PAR

It is the cost of personnel that will, as ever, swing the pendulum. Yes, their projected 30 officers might return to ordinary street duties after training, but the training days and the continuation training required by the CAA for their drone pilot capabilities has a massive financial impact.

It is not true that the officers will be working anyway – they would be expected to be doing other things when extracted to undertake a search or to take a day off for training – so the base cost of this 'free' service will already be climbing into hundreds of thousands of pounds just to train them and pay for the qualified trainers time. Using official figures, just releasing the projected number of officers to be trained will cost at least £30K. To that might be added the point that three or more officers from this 'free' unit spent two days operating at the recent **Emergency Services Show**. They were unavailable for any police duties as a result.

Yes, it is a good service proposal and deserves to succeed, but it needs to be properly marketed and financed with a viable business case or it, like many others before it, will simply be retired.



Two officers provided covering images for fire brigade demonstrations at the ESS ©PAR

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Last month Elistair deployed its Orion Tethered Drone as Security for the French Endurance Motorcycle World Championship, the Bol d'Or in the South of France. Over 3-days the 82nd edition of the world's oldest 24-hour race gathered 70 000 spectators and millions of tv viewers.

Designed for extended flight times exceeding 10 hours in demanding environments, and able to cover large areas, the Orion tethered drone system is equipped with a gyrostabilized day/night camera, an X30 optical zoom and provides the management control room with accurate and detailed imagery of the access, the tribunes, the pedestrian areas and the circuit. A linked wifi system with receptors positioned all around the raceway enabled all the safety teams to access real time video footage of the venue. This offered a detailed view of the raceway, the entrance, and the public at the same time.

Connected to the Safe-T ground station through Elistair's patented micro tether, Orion drone was flown for 25 hours during the event and coped with winds up to 35 kms per hour.

The Orion tethering system overcomes the short flight times of standard free-flying drones, eradicates the potential of fly-aways and jammed radiocommunication while maintaining some freedom of movement in operating altitude and position. It also mitigates dangers created by crowd proximity, civil aviation regulations, flight time limitation, and the complexity of piloting a free drone. These restrictions are no longer an issue when using smart tethered drones. During the Bol d'Or, Orion tethered drone system was positioned next to the raceway at the center of the event, next to the crowd, in the immediate vicinity of an airport, and ensured day and night surveillance while maintaining a high level of safety. <https://youtu.be/vE0y9HGEXHc>

The Schiebel CAMCOPTER® S-100 Unmanned Air Systems (UAS) entertained an international audience with a flight display at the prestigious Red Bull Air Race held in Wiener Neustadt, Austria.

The Red Bull Air Race returned to its Austrian roots for the sixth race of the season and teamed up with Schiebel in Wiener Neustadt, a city with rich aeronautical history and home to the CAMCOPTER® S-100 production facility. Schiebel was a sponsor and partner for the globally renowned Red Bull Air Race World Championship.

The CAMCOPTER® S-100 was turned out in a bright silver finish and had two starting slots per race day. In addition to an impressive flight display, it also provided the audience with a breathtaking aerial overview of the venue, which was simultaneously broadcasted on big screens. A wide range of exciting side acts rounded off the entertainment.



LETTER

Article in PANEWS September 2018

Dear Bryn,

Since your report and the letters of Mr. Cowan in the last issues of PANEWS concerning the NPAS procurement of fixed wing aircraft, question indirectly also our performance, we feel we need to respond. We were of the opinion that, besides of our sponsorship of your magazine, we have established an amicable relationship during the course of our long-standing business connection. The fact that you are publishing these articles and letters without more detailed research and without giving us the possibility to comment before publishing makes us question this. We do not ask for or expect preferential treatment, only accuracy.

On what basis do you question the performance of the P68R? The performance we have seen is not an illusion.

Of course, we are aware that the letter of Mr. Cowan reflects his own opinion. However, the community knows his close relation to Diamond Aircraft what makes his point of view correspondingly one-sided - missing the necessary objectivity. Where he makes assertions, which are known by you to be incorrect, such as the aircraft we are working on were ordered in January 2014 when the truth is the order was placed in November 2015, it is essential this is challenged before the letter is allowed to be published

To correct only some of the other stated assertions:

What Mr. Cowan considers as a costly mistake was the exact opposite. NPAS pursued the ambitious goal to find a platform as small and efficient as possible to meet their specific requirements. Now two of the aircraft are complete and the weight is known, they do meet the NPAS specification in terms of crew capacity, range and payload as set out in the tender.

In contrast to a pure upgrade of the mission equipment of already existing police helicopters, in this case significant changes involving all parts of the aircraft have been made. For example:

FIKI Certification

TCASII

Flight Data/Cockpit Voice Recorder

Also, for the mentioned DA-42 or DA-62, a FIKI certification with role equipment fitted would still have been necessary.

The P68R with a total fuel consumption of 45l/h in loiter speed and payload to enable 3 h IFR endurance with full mission equipment and 3 crew (100 kg each), NPAS has chosen a very efficient platform.

The aircraft with all our adaptations does demonstrably achieve the required performance and will be ready to undertake their operational role early in 2019.

Due to the fact that you have published Mr. Cowan's letter we assume that you will also publish our statement.

Yours sincerely,

signed

Wolfgang Grumeth
CEO Airborne Technologies

Ed: My understanding is that the 'wrong' contract date was that of the original Vulcanair announcement of the trial aircraft being ordered.

PEOPLE

In the USA it is Lojack but across the globe it has other names. The same stolen vehicle recovery (SVR) technology is marketed in the UK as TRACKER and in recent weeks Clive Wain has been appointed as Head of Police Liaison. He brings over 30 years of service in the police and a successful career as a Detective, Clive's knowledge of organised crime and leading investigation teams for South Yorkshire Police brings invaluable insight to the team.

Clive joins TRACKER having spent 22 years working within South Yorkshire Police, achieving the role of Detective Chief Inspector, before transferring to West Yorkshire Police in 2009 as Detective Superintendent. During his time as a Detective, Clive acted as Crime Manager in Sheffield, where he managed and significantly reduced serious acquisitive crime, including burglary, robbery and vehicle crime.

Clive ultimately became a Detective Chief Superintendent, developed covert investigative teams and later became the Head of Counter Terrorism Policing for the seven counties making up the North East of England Region.

Yorkshire Air Ambulance's Aussie pilot Chris Attrill is leaving the rapid response emergency service after a decade of life-saving.

Chris, who was born on the Isle of Wight, moved to Australia as a toddler. After a period serving in the Australian Army Infantry he came to the UK and 'fell into flying' when he joined the Army Air Corps in

1983, became an Air Crewman in 1985 and completed his Pilots course four years later. Chris spent 21 years in the Army serving everywhere from Belize to Bosnia, and from the Falklands to Northern Ireland. After leaving the military he became a HEMS pilot, joining Yorkshire Air Ambulance in October 2008.

Chris, 60, was a member of the Yorkshire Air Ambulance crew which responded to the Cumbrian massacre in 2010 when lone gunman, Derrick Bird, killed 12 people and injured 11 others before killing himself. In line with HEMS rules, which mean single pilots have to retire at 60, Chris has left Yorkshire Air Ambulance but will continue his flying career at Lincs and Notts Air Ambulance which runs dual pilot operations on their AW169 helicopter.

Wiltshire Air Ambulance are currently hiring for a Communications Manager, Fundraising Manager and Key Corporate Account Manager. Please see our website for further details on the roles and how to apply <https://www.wiltshireairambulance.co.uk/careers>

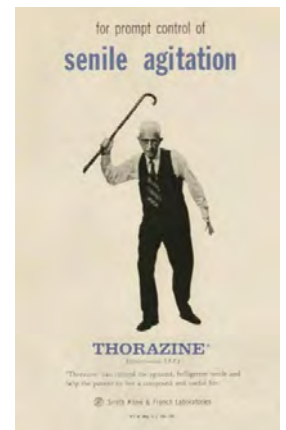
MOVE ALONG THERE

As noted in this month's Editorial, policing is about money. But it is also about people, opportunities and perceptions. And as ever we of the older generation naturally have our slant on how it all should be done when doing it 'properly'!

The lack of basic awareness of street policing is common and that leads to anomalies.

We do not see police around here much these days. 'Bobbies on bicycles two-by-two' is a concept long gone and they do not walk the streets to patrol and talk anymore.

So the local police have decided they would provide opportunities for cops and people to meet. Every few weeks they announce a 'Meet a cop for coffee' slot in some obscure local café in various towns that make up the area. The hapless cop spends 2 hours sitting hidden in a café waiting for the public to go and seek them out with 'issues.' As often as not the public do not know they are there because they do not inhabit social media and the two hours are wasted. Of course if the cop was outside the café undertaking a short patrol for two hours local crime might be averted and if [as is more likely] they find a member of the public who wants to talk they can have that coffee! Illogical.



EVENT

THE EMERGENCY SERVICES SHOW

This year the event ran over the 19-20 September 2018 in Hall 5 of the NEC, Birmingham, B40 1NT. The content included a wide range of emergency services vehicles and representative organisations but still fails to attract any meaningful input from the airborne emergency services. The main presence was that of the Association of Air Ambulances promoting their members ideals and their upcoming 2018 Conference and its small exhibition [Monday November 12th].

Other than that, there were meagre portrayals of emergency services drone use and snapshots of the work of the UK Coastguard in rescue.

On earlier pages I mentioned the work of the West Midlands Police drone operation but there was precious little other input from the dozens of other emergency services drone operators.





This was probably the saddest of all the stands at the ESS this year. What was the point? The Emergency Service Network [ESN] is lost in space and their display showed that well. Its silent videos showed nothing and there were no leaflets to say what they were doing and when they might be doing it. The sole document was a questionnaire on cheap grey 'toilet' paper that asked what the audience wanted from ESN. The staff on the stand simply ignored visitors and carried on talking among themselves. For the record the latest guess for installing this new generation comms system is 2022 but it was due last year. And do not even mention the aircraft version of the system that seems a lost cause.

Nonetheless the ESN plays a big part in planning for the future. It affects whether you sell a police building or land without having to hold onto and pay for the equipment year on year. An aviation instance is that the pressure is off selling Lippitts Hill as long as Airwave, the old radio system, is located there. ©PAR

AMTCO18

Air Medical Transport Conference
October 22-24, 2018
Phoenix, AZ, USA

EDUCATING AIR MEDICAL PROVIDERS AROUND THE WORLD



CHANGE OF DATE

This month sees a small change in the advertisement for the Rotorcraft Show next year in Singapore. Previously advertised as being in mid-April the organisers have brought the date forward one week to enable visitors to attend another conference in the island state.

On September 21 the organisers announced that the new dates for Rotorcraft Asia and Unmanned Systems Asia 2019 event are being moved forward to 9 – 11 April 2019, and will be held in conjunction with the 7th World Civil Aviation Chief Executives Forum (WCACEF) organised by Civil Aviation Authority of Singapore. The reason given is that the move will leverage on the synergies from both events to bring about a more integrated and holistic platform for industry stakeholders and participants to build new connections. www.rotorcraft-asia.com www.unmannedsystems-asia.com

THE COMMERCIAL UAV SHOW

NEW APPLICATIONS & OPPORTUNITIES FOR UAVS

14 - 15 November

ExCel, London





HELICOPTER LINKS

The online yellow pages of the helicopter industrySM



HELITECH - rethought

TEN YEARS ON
 There is no realistic chance of repeating scenes like this from 2009 again at the 2019 Helitech but it seems that the years of pressure have paid off and the event is returning to a venue with grass and a runway. ©PAR

NEWLY ANNOUNCED EVENTS

Public pressure is certainly behind last month’s decision of the organisers of Helitech to announce that after considering valuable feedback from our visitors and exhibitors alike, **Helitech International** will be moving location to Hampshire and setting up at the Farnborough International venue in 2019.

This is not a tented village inhabited by Warbirds as was the case with Duxford, the show is going under steel and glass in the purpose built 12,500sqm multi-functional venue. The adjoining airfield will provide exhibitors enhanced facilities to showcase their latest technologies and visitors the ability to easily fly to the event with subsidised landing fees.

The organisers made a point in stating that this new venture for Helitech International, is once again supported British Helicopter Association.

Where next? Realign the RAI Amsterdam event at an airport or do they think this is enough?

DIARY

22-24 October 2018 Phoenix AZ Air Medical Transport Conference [AMTC] The annual AMTC provides up-to-date information on the latest techniques and innovative approaches to air medical practice from community experts while giving attendees lots of opportunities to earn continuing education credits. Top-notch keynoters and expanded educational offerings (including mechanics technical briefings, special information exchanges, new clinical sessions, scientific abstracts and poster sessions) make this the air and critical care ground medical transport event not to miss! The conference exhibit hall gives attendees the chance to learn about the newest technology and meet with service providers in the largest trade show for the air and ground medical community.

23 October 2018 Security Cleared Expo – the world’s largest recruitment Expo for Security Cleared Candidates and those interested in the Cyber Security industry. QEII Centre, Westminster, London 1000-1600hrs. This event appears to have taken on a whole new slant with people likely travelling down from Wakefield to Westminster to take in the sights and to register their availability for work. Register at www.securityclearedexpo.com or www.cybersecurityexpo.co.uk

SAUDI AIRSHOW



THUMAMAH AIRPORT, RIYADH

12-13-14 MARCH 2019