

# Police Aviation News

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Issue 283

November 2019

A photograph showing two paramedics in blue and orange uniforms and white helmets loading a stretcher into the open cabin of a red helicopter. The paramedic on the right has 'STARS' written on their vest. The helicopter is on a grassy field under a cloudy sky.

**PAvCon 2020 in Berlin - Details**  
**Guardia Finanza buys ATR 72MP**  
**Sheriff's Report into Clutha published**  
**DRF go for five blades**  
**Disquiet over Wyoming-interference**  
**Take-over season continues**



# LAW ENFORCEMENT

## AUSTRIA

**INTERIOR MINISTRY:** In the Spring of this year PAN reported on two Airbus Helicopters H125 helicopters in role preparation at Oxford for the Austrian BMI. The pair were said to be future trainers for the police replacing a similar number of Bell 206. The Squirrel's c/n 8566 and 8597 arrived a year ago.

The first aircraft was handed over to the BMI at a ceremony in Innsbruck on 17 October in the presence of Austrian Interior Minister, Wolfgang Peschorn, and Governor of the Province of Tyrol, Günther Platter. No mention was made of the training role.

The helicopters feature a comprehensive suite of mission equipment in a customised configuration designed by Airbus Helicopters in the UK and fitted at the company's Oxford headquarters. The package includes a dual cargo hook, plus night vision compatibility, searchlight, fire-fighting equipment including the interface for Bambi bucket operation, and TETRA tactical communications among others.

The H125 was selected by the BMI due to its versatility and all-round performance which are critical to delivering mission availability in Austria's Alpine regions throughout the year.

Werner Senn, BMI Head of Air Police said: "It has been a complex design and implementation process to provide the H125 with the capabilities that we wanted and it is a tribute to the excellent cooperation between our respective teams that we achieved the desired result. This will give the BMI and the Tyrol region one of the most advanced police aviation capabilities in Europe on an aircraft of this size."

Colin James, Managing Director Airbus Helicopters in the UK said: "The ability of our team to devise and deliver the most extensive mission configuration has been critical to the successful provision of this exceptionally capable aircraft. This design makes the most of the H125's underlying performance and demonstrates the key contribution that the company's UK operation can deliver to specialised customers worldwide." [Airbus Helicopters]

## GERMANY

**BERLIN:** The PAVCon Europe 2020 police aviation conference and exhibition continues to develop ahead of a scheduled site visit by the organisers. The event date is set for early June 2020 but there has been a small but significant change in venue. Originally the plan was to go to the Berlin base of the Bundespolizei at Blumberg but the hosts have now requested that the conference takes place their headquarters.

The address, Schöneberger Ufer 1, 10785 Berlin, contains the Federal Police Directorate 11 an organisation organising all special forces of the Federal Police under uniform leadership. This HQ building may not have aircraft on site but it contains the elements of the organisation responsible for dealing with complex, life-threatening situations at home and abroad including GSG 9 and the Federal Police Air Service.



The imposing police headquarters building ©Bundespolizei

As part of the attraction for PAVCon Europe is to put suppliers in touch with operators this is where many of them would want to be. The recently announced intention for the Federal Police to enter a fleet replacement programme will only heighten the interest among commercial attendees.

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**COVER:** A crew from STARS in Canada loading their new, start of fleet renewal, Airbus Helicopter H145. Meanwhile across in another remote part of Canada HALO, the other HEMS unit in the news last month, continues to struggle for finance. They are having lots of donations for their upcoming fundraising dinner and auction but no clear assistance from the legislature in getting adequate funding in place.

PAN—Police Aviation News is published monthly by  
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**ITALY**

**GUARDIA DI FINANZA:** Leonardo has announced a contract valued at over €150M (\$162M), including support services, has been signed with Guardia di Finanza for the supply of three ATR-72MP maritime patrol aircraft. The order is for additions to the single aircraft ordered in 2018.



The ATR72 is an efficient patrol aircraft ©Leonardo

First delivery is due later this year, with the remaining three aircraft to arrive by 2022.

Leonardo is a joint shareholder with Airbus in the ATR programme. Italy’s air force also operates a pair of ATR 72s configured for maritime patrol missions, which it designates the P-72A.



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## EDITORIAL

Just as this issue was going to publication the report on the official inquiry into the Clutha helicopter crash on the evening of November 29, 2013 was published.

Overall the report changes nothing of the mechanics of the original Air Accidents Investigation Branch (AAIB) of four years ago but it does inject a degree of considered opinion much of which will not be popular with the family of the pilot. Some have already stated that the pilot was again being treated brutally as the fall guy for failures in the aircraft fuel system.

Sheriff Principal Craig Turnbull said the tragedy happened because Captain David Traill had ignored the five warnings he received during the flight and "took a chance" and ignored low fuel warnings. His "conscious decision" had "fatal consequences" for the 10 people who died. The report brings together the facts and opinions given to the Sheriff by nearly fifty witnesses.

The EC135T2 police helicopter G-SPAO crashed into the roof of the busy Glasgow bar killing the pilot, his two crew members and seven customers in the pub. Another 31 people were injured.

Sheriff Turnbull heard testimony from families, experts and eyewitnesses and contained his findings in a report over 170 pages long. With an pressing editorial timescale there is little point in adding to the inevitable comment so this is simply to present a link to the result of his findings.

The cause of the accident is conclusive in that the crash happened because the helicopter's engines "flamed out" due to a lack of fuel. The rest of the report seeks to second guess how that came about and whether the far from perfect fuel system was a major or minor contributory factor to the pilots decisions that night.

It is clear that in the wake of this report and the AAIB report there will be many who do not accept that the pilot was to blame. That said, both reports effectively conclude that, by error, intent or confusion he was the one who could have had the greatest effect on the conclusion. It is the third fatal Scottish police air accident to take place in the last 30 years and each of them has stated that the cause was pilot error.

Elsewhere, the manufacturers are probably happier than they were. Fingers have been pointing at them and the far from perfect fuel system for five years now but, whatever the difficulties in managing the fuel system, every pilot knows that it has its limits and that is why there are warning lights installed. Put simply Sheriff Turnbull concluded that Capt Traill ignored the low fuel warnings he received and ignored the stipulation that he should land the aircraft within 10 minutes of a fuel warning. He also concluded that the same set of circumstances was unlikely to ever happen again.

We can only hope that is true.

*Bryn Elliott*



The EC135T2 involved in the 2013 accident at Oxford Airport in 2007. ©PAR

## SWEDEN

The Police in Sweden have recently taken delivery of an additional pair of Bell 429s to bring their fleet to a total of nine. The additional helicopters were funded by an anti-terrorism budget.

The 429s arrived at Stockholm by Cargolux airfreight on August 5 and are now on the Swedish civil register as SE-JPN and JPO – respectively Bell MSNs 57350 and 57351. [Helihub]

## UNITED KINGDOM

NPAS: The latest of the EC135T2 upgrades being undertaken by Babcock for NPAS has flown. The EC135 G-POLJ, the former Ex G-NEAU based at Newcastle Airport, was noted as having returned to flight at Staver-ton on 16 October 2019 operating to the north of the airport.

After its flight, it returned back to Babcock & was put away back in one of their hangars near their offices and was subsequently photographed on a later sortie by James Lloyds.



## UNITED STATES

FEDERAL: In the USA the Civil Air Patrol (CAP) is seen in a positive light in that although it is a voluntary organisation it is operated by the USAF and efficiently uses light aircraft in the search role.



The CAP is now moving towards the use of small Unmanned Aerial Systems (sUAS) and since September have operated two trial missions with the South Dakota Wing. For some time, the wing has made sUAS a priority, joining a growing trend. Across the USA, over one million sUAS units have been registered with the FAA. More than 100,000 Americans have obtained an FAA Part 107 license for sUAS.

The wing began deploying drones with a missing-person search in Custer State Park in Custer County, on South Dakota's western border, after a 22-year-old male went missing from Rapid City, apparently on a hike. When his family reported him missing, Civil Air Patrol was called to assist. Members were called in and deployed

to help in the search but in late September the man was found dead, apparently from a fall. The search marked the first time CAP used drones in a corporate search and rescue mission.

Last spring, the South Dakota Legislature approved a one-time appropriation to acquire several sUAS units to use in search-and-rescue efforts. Trained wing members have developed techniques for pattern searches and detecting targets at oblique angles and in challenging areas.

The Custer County mission proved many of the concepts and procedures that had been developed in time for a second live mission on October 2 in neighbouring Pennington County. A 66-year-old hunter with diabetes and congestive heart failure was reported missing after being dropped off. He failed to arrive at a pick-up point.

The weather deteriorated in temperature and snow arrived – conditions the hunter wasn't dressed for. Ground searches involving CAP members yielded no discoveries. Meanwhile, Pennington County Search



and Rescue requested CAP sUAS photo flights over the search area. These flights conducted over four days generated more than 2,500 photos, which search and rescue agency officials and CAP members reviewed for signs of the missing man. [Photo by 1st Lt. Richard Rezac, South Dakota Wing]

ALABAMA: The city of Tuscaloosa is moving forward with plans for a new hangar at Tuscaloosa National Airport. This new hangar will house the helicopter for the Tuscaloosa Police Department.

Tuscaloosa City Councilors voted to hire an engineering company to build a newer and bigger hangar at the airport. They approved a \$71,000 contract with Ellis Architects to provide architectural and related services for building that new hangar. [WBRC]

NEW YORK: This is a "Be careful what you wish for" tale. The Starflight air ambulance was originally a cooperative effort between the Chautauqua County Sheriff's Office located in Mayville New York and WCA Hospital in Jamestown, New York.

Early aircraft were cheap to acquire and operate DoD surplus Huey's that flew alongside smaller DoD surplus OH-6 in the police role. In time the airframes were upgraded and the police relied upon the air ambulance service to meet their limited air support needs. Sustaining this operation required an annual infusion of county tax dollars. In 2011 Starflight received Part 135 Certification from the FAA and become totally self-sufficient. At that time the operation had been flying for 25 years, was operating a modern Bell 222 before transitioning to a pair of modern MD900 Explorer's.

Importantly the origins of the operation meant that it was a community service and that led to it being involved in ground school training for first responders, working with schools, public demonstrations, static displays and flyovers. They also continued to provide the Sheriff's Office with air support - all Starflight pi-

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lots were special deputies employed by the Chautauqua County Sheriff's Office with the Pilot in Command (PIC), requiring an FAA CPL, 1250 hours of total flying experience, an instrument rating and a minimum of 1000 hours flight experience in helicopters and 100 hours at night.

In 2016 the hospital was involved in a merger with another hospital group and became the and UPMC Chautauqua WCA Hospital. Things began to change.

In April this year, after Starflight had operated in Chautauqua County for 33 years and had flown 448 flights in 2018, UPMC Chautauqua, W.C.A. Services and the Chautauqua County Sheriff's Department jointly announced that the Chautauqua region's medical helicopter service was to transition from Starflight, Inc. to STAT MedEvac. The new service was to be co-branded STAT MedEvac and Starflight.

This move was billed as "exciting news for our community and ensures the future of air ambulance service in Chautauqua County and the region," by the chair and one of the founders of Starflight. The Starflight board were to continue to serve in an advisory capacity.

The Sheriff's Office statement reaffirmed that it was proud to have been a founding partner of Starflight, thanks were given to former Sheriff Bentley and Sheriff Gerace in starting and maintaining this life-saving service to the county. Sheriff James Quattrone looked forward to a continued partnership with STAT Med-Evac. It appears someone missed or underplayed the small print.

Last month it was disclosed that since Stat MedEvac took over for Starflight the Sheriff's Office has lost the use of a helicopter during law enforcement situations. <http://starflight.org/index.php/starflight-team>

## AIR AMBULANCE INTERNATIONAL

ORBIS: To mark World Sight Day, Fuelworx and eye care charity Orbis UK came together to launch an innovative fuel donation programme to connect Fuelworx clients to the work of the Orbis Flying Eye Hospital.

Every customer who uses Fuelworx to re-fuel will be given the option to donate to support Orbis's sight-saving work as part of their transaction.

Orbis, which operates the world's only ophthalmic hospital on board an MD-10 aircraft, prevents and treats avoidable blindness in Africa, Asia, and Latin America, where access to vital eye care can be scarce.

The charity works with world-class medical volunteers, who share their skills with local eye care teams - both onboard the aircraft and in partner hospitals - so that more people with avoidable blinding conditions can be treated within their communities.

The Orbis Flying Eye Hospital is truly unique and houses a lecture theatre, operating theatre, recovery room and laser suite. Two vital aviation fuel-based generators—with a capacity of 60 US gallons each – operate for around 10 hours a day during the plane's two to three-week treatment and training programmes. These ensure the medical teaching facility and its equipment can run smoothly and without interruptions whilst doctors and nurses are trained, and patients receive treatment. To learn how you can fuel up and help restore a person's sight visit: [www.flightworx.aero/orbis/](http://www.flightworx.aero/orbis/)

## GERMANY

DRF: Late next year DRF Luftrettung will start to modify its fleet of Airbus Helicopters H 145 from four to five rotor blades. As soon as the approval procedure at Airbus Helicopters has been completed, the so-called SB Retrofit Kits will be delivered to the air rescue operator. The technical Service Center of DRF Luftrettung will also be offering the retrofitting to external customers.

The five-bladed rotor increases the useful load by 150 kg and offers enhanced flight comfort as well as a lower maintenance effort.



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At the same time this fleet wide upgrade was announced DRF took delivery of two new machines based on the existing framework contract: one H 135 helicopter with Helionix and one H 145 helicopter. In the next few years DRF intend to base its entire fleet on these two models. [DRF]

## IRELAND

**IRISH COMMUNITY RAPID RESPONSE:** John Kearney, the founder of the first charity air ambulance in the south of Ireland [Eire] has been declared bankrupt and has under-declared tax. Kearney was listed as a director of the charity despite not being qualified to be one.

Three years ago he was found in 2016 to have under-declared tax and a judgment in favour of Revenue was registered against him in 2017. There were also issues with mortgages on property Mr Kearney owns. He was bankrupted in July this year.

This background meant that he could not legally be the director of a charity and the charity states he stood down earlier this year in advance of his impending bankruptcy. Nonetheless there were instances where Press Releases from the Charity identified him as either 'CEO' or a director after the bankruptcy.

At the start of September, Mr Kearney formally launched the air ambulance service, alongside Tánaiste Simon Coveney. As part of its contract with the HSE — which will supply and fund the medical personnel needed — ICRR has committed to come up with the €2M needed to fund the service. The latest accounts for the charity show it received €193,313 in 'donations and fundraising' up until the end of 2018. [Irish Examiner]

## RUSSIA

The future of Medevac operations have looked particularly promising in recent times with the announcement of large airframe orders aimed at expanding it into a modern operation. A recent story from Russian Aviation Insider casts a few doubts on the previous rosy outlook.



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The Russian authorities are looking for ways to improve the contractual process and the real-time monitoring and control of medevac service suppliers after the current system was found to be allowing some serious errors.

Around three years ago Russia's State Medevac Programme was created to solve two long-lasting national problems: the first to provide efficient medical coverage across the nation's vast territories, especially in Siberia and the Russian Far East in which there are almost no alternative transportation solutions available; and the second, which is almost equally important in the eyes of the Russian government, to support a sustainable production rate at local helicopter manufacturing facilities currently suffering from a dramatic reduction of export sales. The Government put in the majority of the finance but local legislatures were expected to top up the finances.

In the last two years the Russian government spent some 14 billion roubles (approximately US\$230M) on medevac services to be delivered by a number of contracted Russian helicopter operators. There is an expectation that in coming years the Russian government will make available another 15.3 billion roubles. This will amount to some 62% of the total spend – the remaining finance will come from local authorities.

GTLK, the state transport leasing company, has used that government funding, to order 110 helicopters specially configured for medevac missions. The orders include 81 heavy Mil Mi-8AMT/MTVs and 29 light Ansat helicopters of which 76 medevac-configured units have already been delivered to different operators.

There have been reports of contractual violations, including the passing on of duties to other operators some of whom were supposed prohibited from partaking in the contract. As a result of the difficulties there have been instances of companies giving up or renegotiating their contracts in the face of the various violations.

One reported example of something being wrong is when a helicopter that was acquired through the state medevac scheme was seen in Africa flying commercial missions, rather than operating medevac duties in Siberia.

The causes of the problems are being left at the door of an inefficient system of governmental contracting employed by regional medical centres. The existing electronic tender procedures often result in the selection of bidders who are unable to perform to contract requirements – or even perform at all.

The Russian authorities are looking for ways to improve this contractual process and the real-time monitoring and control of medevac contractors. A new, improved system would result in the selection of more reliable suppliers, those capable of providing timely, reliable, quality and – most importantly – life-saving services. [Russian Aviation Insider]

## UNITED KINGDOM

CHILDRENS: It seems the antipathy felt towards the Children's Air Ambulance remains very real. For a time it appeared that many, if not all, of the 'ordinary' charity air ambulances had come to terms with the dedicated children's operation. It seemed that the industry at large was accepting and welcoming.

That is seems is not the case, there are several that remain violently opposed to the service that continues to syphon off hard won funds using the heart strings of its youthful name.



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The operations may be 24 hours a day but great reliance on road cars remains a significant feature ©EHAAT

ESSEX & HERTS: From October 7th 2019, an Essex & Herts Air Ambulance (EHAAT) critical care team have been available 24 hours a day, 365 days a year. This is the first time in the Charity's 21-year history that it has been able to provide a fully 24/7 service to the people of Essex, Hertfordshire and the surrounding areas.

This major development for the Charity has come after many months of preparation and planning. It means that EHAAT can deliver advanced pre-hospital care to critically ill and injured patients regardless of the time of day or night.

During the day, from 7am until 8pm, the service will be provided by the Charity's helicopters based at Earls Colne and North Weald airbases. During the hours of darkness an EHAAT Rapid Response Vehicle (RRV) based at North Weald will be used from 7.30pm to 7.30am.

As is currently the case, RRVs will also be used during daylight hours if the helicopters are unable to fly because of extreme weather conditions. Like the helicopters, the RRVs carry a pre-hospital care doctor and a critical care paramedic. They are equipped with the same life-saving equipment.



The AW169 is supported by the MD902 for engineering downtime ©James Lloyds

A blue banner for the Singapore Airshow 2020. On the left, the word "FLY" is written in large, white, stylized letters with a red and white striped background. Below it, the tagline "ABOVE EXPECTATIONS" is written in white. To the right, the text "SINGAPORE AIRSHOW 2020" is written in white, followed by "ASIA'S LARGEST AEROSPACE AND DEFENCE EVENT" and "11 - 16 February • Changi Exhibition Centre, Singapore". On the far right, there is a logo for the Singapore Airshow featuring a stylized aircraft and the text "SINGAPORE AIRSHOW".



## UNITED STATES

**TEXAS:** There is a new Airbus Helicopters H135 medical helicopter, N388PH, flying across the Brazos Valley as "Med 12" for CHI St. Joseph Health and PHI Air Medical.

The larger cabin and fully-integrated stretcher will help the medical team work faster and more efficiently.

**WYOMING:** As previously reported the US air medical provision community has severe problems with setting up alternatives to the current system where the customer pays regardless. The high level of bills that neither the customer or the health insurance industry want to pay has brought forward ideas that are not popular.

Under the proposed new waiver proposed by Wyoming to overcome the industry's 'balance billing' problem, patient response decisions would be taken away from the air medical provider's first responders and physicians. Instead, a call centre would process each case and authorise the type of response based on a system of cost containment, which Air Methods believes will put profitability above patient needs.

Currently a paramedic and nurse crewed US air ambulance will attend a scene and take the patient to a hospital without necessarily considering undertaking treatment on scene or other alternative options. In other models, including that in the UK, the charitably funded air ambulance is set up to deliver doctors to the scene to assess risk and save life. Usually the State ambulance service assesses the need and consults on whether any air asset is required in the first place. There is no requirement to carry the patient and often a land ambulance will take the treated patient to hospital. At least one Wyoming proposal has elements of this. For the average US air ambulance model not carrying a patient means that they cannot charge for the service and generally the crews are not there to deliver a skilled doctor to the scene, they have paramedics and nurses that will administer first aid and more to ensure the patient survives being taken to the doctors at the hospital. A critical difference.

In the untested Wyoming proposal the State is putting forward a model that relies on filtering the need for the air ambulance to attend in the first place. Rather than having two rival air ambulances self-launching and attending from different providers the state would seek to control the need to launch let alone treat on scene.

Air Methods say that the State plan to "deliver diminished levels of service" by cutting the number of bases



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that will be allowed to serve the State and setting quota levels for transports under the public utility model. They say that the State does not have a contingency plan if the reduced level of call outs leads to bases not having enough income to be viable and to survive. In the case of a need for multiple air ambulances on scene, a rare occurrence, there may not be enough resources available.



Air Methods has proposed an alternate solution to limit the cost of air medical care to that suggested by the waiver. They are actively negotiating with many insurance companies to secure in-network contracts, aiming to have 40% of its services in-network and covered by insurers by the end of the calendar year. It has also implemented a Patient Advocacy department (established two years ago), in which dedicated Patient Advocates work side-by-side with each patient to help them or their representative navigate the 'complex world of insurance claims'.

*Ed: None of this seems to seek to impinge on the relatively leisurely patient inter-facility transfers, it is purely the instant emergency need – including attending roadside incidents. The industry sees the Wyoming proposals [for that is all they are] as a classic case of the state interfering in the right of free enterprise to undertake the tasks in a spirit of competition. In many states a given area might have several competing air ambulance providers. That might be inefficient and may well be part of the reason that patient carriage costs are sky-high but it is “the American Way” of operating. The resultant massive invoices for air-carriage are a cause for concern for patients with limited or no health insurance but, like the right to carry guns, there may be no easy answer out there.*

*With Air Methods saying that they have only had a relatively low level of success in getting understanding from insurers and having only a youthful Patient Advocacy covering its own operations it is clear that the US industry is only just being dragged reluctantly into any discussions.*

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# FIRE

## SOUTH KOREA

**FIRE:** Russian Helicopters is proposing to upgrade South Korea's large fleet of 54 Kamov KA-32 coaxial rotor helicopters with better engines, avionics, and other systems.

The proposed upgrades include the installation of the Klimov VK-2500PS-02 engine, replacing the TV3-117s that now power the fleet, as well as a glass cockpit and a new fire fighting system.

Russian Helicopters says upgrading existing aircraft is more economical than buying new. Any upgrades would involve local partner RH Focus. The proposed upgraded examples would be designated KA-32A11M.

In South Korea, the largest operator is the South Korean Forestry Aviation office with 29 examples, followed by the coast guard with eight and the air force with seven. Thirty of South Korea's KA-32s are used for firefighting. The average age of the fleet is 20.3 years.

Russian Helicopters is also promoting the new 4t SP-32 water tank for KA-32s involved in firefighting. The system offers new digital controls and can be used in below freezing temperatures. [Flight]

## UNITED STATES

**IDAHO:** Attend safety presentations and join industry experts and firefighters to discuss critical issues affecting the aerial firefighting community at the Firefighting Safety Conference, an event organised by Helicopter Association International (HAI) to be held on the 18-19 November 2019. The official conference hotel is the Riverside at 2900 Chinden Boulevard, Boise, Idaho 83714 +1 208-343-1871. [www.rotor.org](http://www.rotor.org)

# SEARCH & RESCUE

## GREENLAND

**AIR GREENLAND:** In early October it was announced that Air Greenland had ordered two Airbus H225 heavy helicopters to support its bid to win its home country's search and rescue (SAR) contract.

Under the terms of a firm contract assisted by Airbus Helicopters, two H225s repurposed from the oil and gas industry will be delivered over the coming months to replace the ageing S-61 helicopter currently used for the service.

Airbus will provide a comprehensive maintenance and support package as well as pilot and crew training.

## NORWAY

**COAST GUARD:** Schiebel successfully demonstrated the shipboard integration of its Camcopter® S-100 as well as its search and rescue (SAR) capabilities to the Norwegian Coast Guard on board of the KV Svalbard from 16 to 27 September 2019. The outstanding flight trials included a successful SAR mission, where the VTOL UAS and a manned Sea King helicopter teamed up in a simulated "man over board" operation.

The "man over board" dummy was found by the S-100, which was equipped with the Overwatch Imaging PT-8 Oceanwatch wide-area maritime surveillance payload, the high-quality L3 Harris Wescam MX-10 real-time Electro-Optical/Infra-Red (EO/IR) camera and the Schiebel-designed harpoon system, which supports take-off and landing in conditions up to Sea State 5. The images were transmitted in real time to the operational room on board of the KV Svalbard and a local land based control centre via its Radionor's Maritime Broadband Radio (MBR) link where it was disseminated via the internet and broadcast to the Joint Rescue Center. Subsequently, the manned helicopter retrieved the dummy from the water to the deck of the KV Svalbard. .

#



The Norwegian government gives priority to strengthening emergency preparedness in the north, and proposes to establish a new rescue helicopter base in Tromsø and establish HF coverage in the northern marine areas up to the North Pole.

The intention is to launch the new rescue helicopter base in 2022. A tender competition is expected shortly to add to the phasing in of new rescue helicopters at the bases in Bodø and Banak. In addition to coast-guard helicopters, the seventh base in Tromsø will provide a significantly strengthened helicopter capacity in the north.

The new rescue helicopters will have far better range, greater speed and better ability to operate in bad weather than today's Sea King machine operated under police control.

An Armed Forces Bell 412 is available at Bardufoss offering one hour of police standby. To ensure that this preparedness is safeguarded in Northern Norway the government proposes to implement a temporary solution for the police preparedness in Northern Norway through the hiring of civilian helicopters. The government is proposing to increase the allocation to the police by NOK 50M (£4.28M/€5M) in 2020 to operate the new solution and add NOK 11M extracted from the Ministry of Defence budget for the purpose.

Tromsø is seen as the best choice for base location in the region in that it is easier to draw on other emergency resources in the area such as rescue divers, fire preparedness at sea, Alpine rescue group, Norwegian rescue dogs, police emergency response group and medical infrastructure. This is crucial in critical situations where time is an important factor.

Having adequate resources is a priority task for the government that will be enhanced by HF coverage in the northern marine areas up to the North Pole to safeguard emergency communications for shipping in these areas. When coverage is in place, HRS and coastal radio stations will be able to have two-way voice communication with emergency and rescue resources in the area, which is crucial for effective rescue efforts.

## UNITED STATES

**FLORIDA:** Miami-Dade County has been trying for five years to purchase \$95M worth of new helicopters to replace its current fleet of Bell helicopters. The procurement process went before the County Commission for a final vote on October 3.

Miami-Dade has been trying to acquire new rescue helicopters for five years and it has proved to be a difficult task. It sparked a brief criminal investigation, though no charges were filed. Ethics investigators were far more productive, issuing scathing reports accusing bidder Agusta and administrators in the county's fire department of flouting rules governing how local governments are supposed to select vendors.

The report, published in August, detailed an "alarming" amount of texts and phone calls between an Agusta sales executive and administrators at the county's fire department at a time when purchasing rules barred private communication. The report said it "strains credibility" to believe that the communications had nothing to do with Agusta's helicopter bid.

Miami-Dade want to purchase the Agusta helicopters and defray part of the cost by selling the four existing Bell helicopters for about \$12M, leaving them with a net cost of about \$83M. The Bell offer is similar but the customer wants the more modern helicopter. In a side-by-side comparison of the two models, the county's purchasing arm showed Agusta helicopters flying 40 knots faster, capable of carrying an extra 3,000 pounds, and able to operate with just one engine while Bell's cannot.

One of the selling points for purchasing new Bell helicopters is county pilots are already trained and familiar with the company's aircraft.

In 2017 there were potential lobbying violations by Agusta's Christopher Sirkis and other company executives pursuing the county helicopter deal. That case closed without charges in late 2018, a time frame long enough that the statute of limitations for some potential crimes had passed. Miami-Dade's ethics board settled with Sirkis, who is no longer with Agusta and paid a \$6,000 fine for unregistered lobbying and improper contact with county employees. Agusta is reported to have let Sirkis 'leave'.

#





# INDUSTRY

*President Trump, currently exchanging tariff hikes with China has now started adding taxes to European aircraft imports. It is perhaps fortunate that many of the European aircraft companies have set up US manufacturing plants.*

**Airbus Helicopters Inc.** is celebrating 50 years of supporting U.S. helicopter operators.

The company's U.S. operations began in 1969 with the establishment of Vought Helicopter, Inc. in Texas, which France's Aerospatiale took over in 1974.

Six years later, in 1980, Airbus Helicopters Inc. opened the doors to its current facilities in Grand Prairie, which is now home to the U.S. headquarters.

With the merger of the helicopter divisions of Aerospatiale and MBB in 1992, the company was renamed American Eurocopter Corporation. In 2003, it expanded its presence in the United States and opened a production facility in Columbus, Mississippi.

After a series of product development, sales and delivery milestones, the company assumed the Airbus branding in 2014.

Today, Airbus Helicopters Inc. manufactures, markets, sells, assembles, supports and provides training solutions for Airbus helicopters in the United States.

With more than 700 skilled and dedicated employees, Airbus Helicopters Inc. continues to strengthen its position as market leader in civil and commercial helicopters.

Beyond Airbus Helicopters there is **Leonardo**, also a top selling marque selling within the USA and clearly causing great pain to the traditional American manufacturers. The flood of ownership changes in the industry serves only to confuse the situation.

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It is takeover season. **Bombardier** and its C Series airliner is now an Airbus product, most of the utility airframes have now been taken on by Viking and still in the background there is the question whether Cobham will fall to a US financial broker. More recently Powervamp has stepped down from the 'coalface' and returned to being a factory for others again and reliant upon sales via a US vendor.

**Thrush Aircraft** has filed for bankruptcy and is in the process of reorganizing to continue operations. The Albany, Georgia-based company filed the paperwork in early September and laid off 113 employees. The company is a well-known producer of turboprop aerial application aircraft and recently marketed a model that can be converted from crop spraying to fire-fighting in a few minutes.

The company began as a division of Rockwell Aviation in the 1960s and has been through two owners and another bankruptcy. [AvWeb]



©Thrush Aircraft

**DART Aerospace** based in Canada has acquired Portland, Oregon based aerial firefighting mission equipment leader **Simplex Aerospace**.

Simplex is an aviation industry veteran serving thousands of operators and OEMs worldwide. Its reputation as a world leader in the innovation, manufacturing and certification of aerial application systems has been built over a 73-year history of supplying cutting-edge designs, high-quality craftsmanship and reliable customer support to its client base.

©Simplex Aerospace



The newly combined entity, which will transition into operating under the DART brand, will now have more than 320 employees in eight locations worldwide, including four manufacturing centres of excellence.

DART's acquisition of Simplex Aerospace will also allow the Canadian-based mission equipment manufacturer to broaden and diversify its firefighting product portfolio. It will enable DART to offer several exciting new product categories to its global network of OEMs and helicopter operators, including firefighting belly tanks, aerial cleaning supplies and agricultural spray systems.

Terms of the transaction have not been disclosed.

Shortly after this acquisition Dart reported that it had also acquired key product lines from Canadian helicopter mission equipment manufacturer **Aero Design Ltd** ("Aero Design"), as well as its brand trademark. Based in Powell River, British Columbia, Aero Design has been developing and manufacturing aerial cargo expansion products since 1999 and has created an extensive catalogue of helicopter baskets, steps, bearpaws and bicycle racks for a wide range of OEMs including Airbus, Bell, MD Helicopters and Robinson.

The addition of key Aero Design product lines to DART's portfolio will allow DART to deepen its product offering, acquire over 30 STCs and optimize its current Canadian operational capabilities to contribute to

## New helicopter project in the pipeline?

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its overall growth strategy. Following the acquisition, DART will remain the leading manufacturer of helicopter cargo expansion products globally.

Sichuan Dahua General Aircraft Manufacturing Company of China has acquired Austria's 'ArrowCopter' – the world's fastest gyrocopter. They have acquired the entire assets of the company, a transaction brokered by consultants Aerospace Investments Co. Ltd (UK) and Silk Wings Aviation (Beijing), who are now actively assisting in the completion phase.

Production of the all-composite ArrowCopter will remain in Austria, whilst discussions take place with several of the company's former key personnel but it is also expected to enter serial production in China.

The prototype ArrowCopter was first unveiled in 2006, in late 2008, the

single-seater AC-10 made its first flight with production starting in 2011. The same year the two-seat AC-20 prototype made its first flight. During 2016 40 units were sold worldwide.

In September 2018 the company filed for insolvency protection from the Austrian courts, beleaguered by insufficient financing and management issues.



As a result of top-level meeting during the Paris Air Show 2019, **Diamond Aircraft** and **SAFRAN** decided to invest into a powerful high-performance surveillance configuration following the concept of a European solution not restricted in marketing possibilities by ITAR.

Within only a couple of weeks of very productive teamwork regarding design and interface work between Diamond and Safran, the maiden flight of the role suite took place.

The test flight program is scheduled for four weeks including high and low altitude flights, tracking stationary, slow-moving and fast-moving targets, operator handling capabilities during long endurance missions as well as night session capabilities.

Safran Electronics & Defense's new-generation Euroflir™ 410 designed to meet users' evolving mission requirements, even for the most critical tasks, while also keeping workload manageable. It is an ITAR free high-performance camera.

Safran has integrated new revolutionary functionalities that provide an added-value to the air platforms equipped with it. Some of these functionalities include multispectral & ultra-long-range observation, day/night, precise geolocation & embedded decision-aid functions with enhanced detection and identification for greater mission effectiveness.

tion & embedded decision-aid functions with enhanced detection and identification for greater mission effectiveness.

In 2017, there were 59 fatal occupational injuries among aircraft pilots and flight engineers in the USA. Pilots' primary responsibility is to provide scheduled air transportation of passengers or cargo, or non-scheduled routes on aircraft or helicopters. Pilots face considerable risks in their jobs, which resulted in a fatal injury rate of 48.6 cases per 100,000 full-time equivalent workers in 2017. The fatal injury rate among all occupations nationally in 2017 was 3.5.

Aircraft incidents were the sole event or exposure leading to workplace fatalities among aircraft pilots and flight engineers, with vehicular and transportation operations accounting for the worker's activity in all recorded cases. Most fatal workplace injuries occurred in the private sector, with 22 pilots killed while working in the transportation and warehousing industry, and 20 pilots fatally injured in education and health services industries (including flight training and air ambulance services).

These data are from the Injuries, Illnesses, and Fatalities programme and include workers in the private sector and government. [WorkersCompensation.com](http://WorkersCompensation.com)

Western society appears gripped by acknowledging the existence of mental illness. If it is not Royal Persons opening their hearts to all it is the emergency services letting those that depend so much on their cool calm and collected services that they are having as much trouble as they are in staying sane!

This years UK AAA Conference includes a significant amount of mental welfare content.

And if the numbers are anything to go by this brand of 'Me too' will dissolve for ever the myth that you need to call the police when you are in trouble.

As of early October some fifty French police officers were reported to have committed suicide this year. Official estimates state that every four days one police officer takes their own life. It's a tragic problem that France has been struggling to solve for years and it just will not go away.

The latest report quoting figures from **DGPN (Directorate General of the National Police)** states that current figures suggest that 2019 may be a record year for all the wrong reasons.

At the moment 1996, when a total of 70 officers killed themselves, holds this grim record. Other years also stand out for all the wrong reasons. In 2000, 54 officers committed suicide, in 2005 50 police officers took their own lives, in 2008 there were 49 and in 2014 there were 55.

A report released in 2018 showed that the police force in France faces terrible working conditions including gruelling hours as it is more in demand than ever due to terror attacks and the migrant crisis. They reportedly only get one weekend out of five off. Overcoming that basic problem would require an increase of between 16% and 33% in the number of officers.

In the UK the situation is less of a problem, sickness and absence may well be running at near record levels across England and Wales but, with 336 officers classified as having killed themselves since 2001, the self inflicted death rate is lower. The average of around 19 each year contrasts starkly with the French figure.

In the USA a 2018 study found more law enforcement officers died by suicide than in the line of duty. Researchers say that police officers are at a higher risk of suicide than in any other profession due to a combination of the intense stress, pressure to conceal emotional distress and easy access to deadly weapons. In fact, 13 out of every 100,000 people die by suicide in the general population. But that number climbs to 17 out of 100,000 for police officers.

Last year 167 police officers took their own lives while 130 had done so by August this year. The numbers only reflect confirmed suicides. Some suicide prevention advocates say current estimates could be higher as some families choose not to report the cause of death or instead describe it as accidental.

The latest **Royal Navy** Offshore Patrol Vessel, HMS Spey, was officially named by her lady sponsor, Lady Alison Johnstone. The centuries old tradition believed to bestow luck, saw a bottle of Speyside Distillery whisky being smashed against her hull.

Initially constructed in BAE System's Govan yard, all of the five OPVs were then moved to the company's Scotstoun site to be fitted out with their systems ahead a series of sea trials aimed at testing their capabilities.

All the Batch 2 OPVs, HMS Forth, HMS Medway, HMS Trent, HMS Tamar and HMS Spey, are set to be delivered to the Royal Navy by the end of 2021.

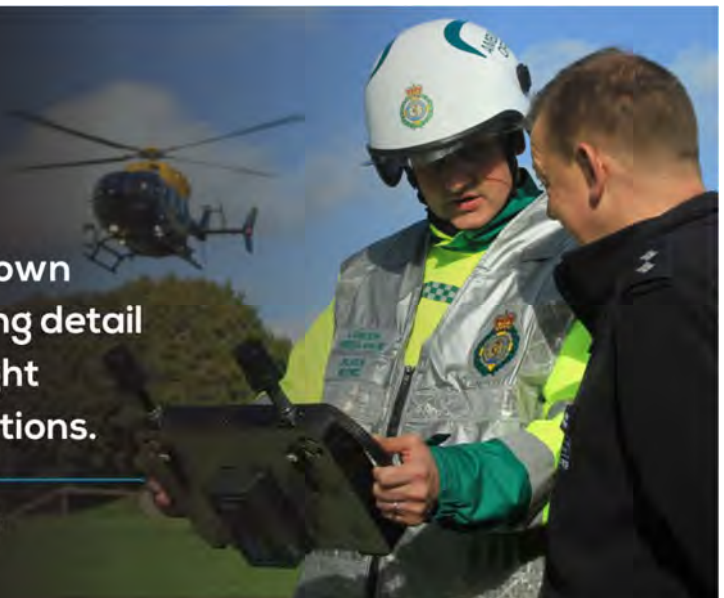


The **Rolls-Royce RR300** engine has moved past the one-million-flight-hour milestone, providing Robinson R66 helicopter operators nearly a decade of reliable service. ©RR



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Last month PAN mentioned that part of **North Weald** airfield, the NPAS and air ambulance base, was being used as a customs point.

Additional information is that North Weald Bassett Parish Council will receive £50,000 from the Government as part of the 'HGV Brexit checkpoint' being set up on part of the airfield regardless of whether the UK leaves the EU with or without a deal. Brexit is currently delayed yet again.

Just around the corner from the current air ambulance building and across from the newly erected police Hangar 10, is that of the Gnat display team. Tucked in with the sleek British designed Gnat airframes is a clunky helicopter from a different age and origins. The 1973 Bell UH-1 Huey was captured from the Argentinians during the 1982 Falklands War as AE-413 and has been in the UK ever since, operating under the marks G-HUEY.

In March 2019 the editor was contacted by Bill Fewtrell, an ex- navy helicopter pilot who flew Westland Sea King Commando's in that distant war. He said that his Squadron brought back several Argentine helicopters including AE-413 which ultimately became G-HUEY. He had heard that it was at North Weald but did not know exactly where.

He was trying to provide a link up between Lt Col Pancho Ramirez who, until the war went badly for the Argentines, flew the Bell in Port Stanley during the war. He was after reacquainting himself with his old aircraft again on a planned visit to the UK in the autumn of 2019.

To cut a long story short, the connection with, Mark, the current owner of G-HUEY was made and the visit to North Weald took place on October 10.

There is a historical police connection with the characters involved in that when he left the RN Bill Fewtrell became a commercial pilot and was part of the team that set up the Merseyside Police air support operation based at the then Speke Airport [now John Lennon] outside Liverpool in 1988. In addition he flew with the Metropolitan Police and with West Midlands.

Also in China, **Safran** is celebrating a major achievement for its Arrius engine range; 10 million flight hours flown since its introduction in 1996. With more than 3,800 units delivered to 430 customers in 60 countries, the Arrius family covers a power range of 450-750 shp and flies in both single and twin-engine light helicopters.

Over the years, the Arrius range has maintained its status as the most competitive and robust engine solution for the light helicopter market, and it continues to be selected for new models. First installed in the EC135 in 1996, the latest Arrius 2B2Plus variant entered service on the Airbus H135 in 2014. This combination has become increasingly popular amongst operators, especially those conducting emergency medical services (EMS) and military training missions.

In 2016, the Arrius 2R became operational on the single-engine Bell 505. Featuring a dual channel FADEC (Full Authority Digital Engine Control), and assembled at Safran's Grand Prairie Plant in Texas, more than 200 units are now in service. Another variant, the Arrius 2G1, powers the Russian Helicopters Ka-226T. It is in service in Russia, and part of a major military contract currently under negotiation between Russia and India. These latest models make the Arrius range as competitive as ever, and it will remain at the forefront of Safran propulsion offer for the next 20 years.

Today Add+, an engine technological demonstrator based on the Arrius, is undergoing ground-tests. A full 30% of its components are manufactured using additive manufacturing (3D-printing) techniques. Future Arrius models will incorporate such additive manufacturing components; allowing reductions in production cycles and weight and performances increase as well as new functionality.

Earlier Arrius variants have a hydro-mechanical control system while more recent ones are equipped with FADEC and dual channel FADEC for the Arrius 2R and future model, to improve engine operation and reduce pilot workload.

**Safran Helicopter Engines and Aero Engine Corporation of China** (AECC) announce the issue of the Type Certificate for the WZ16 turboshaft from the Civil Aviation Administration of China (CAAC). Installed in the AVIC AC352 helicopter, the WZ16 is the first jointly-developed aero engine to be entirely certified by Chinese authorities. Also known as the Ardiden 3C, the WZ16 has been jointly developed and built by Safran Helicopter Engines, with Harbin Dongan Engine and Hunan Aerospace Propulsion Research Institute (HAPRI), both parts of the AECC consortium. The Ardiden 3C was certified by EASA in April 2018.

The WZ16/Ardiden 3C is a new-generation turboshaft in the 1,700-2,000 shp range. The Ardiden 3 family has completed over 10,000 hours of tests, confirming high levels of



design maturity and competitive operating and maintenance costs. It features a remarkably compact modular architecture, a best-in-class power-to-weight ratio and low cost-of-ownership. It also delivers at least 10 % better fuel consumption than engines operating in the same power range.

The WZ16 flight test campaign started in December 2016 with the Avic AC352's maiden flight.



Numerous unusual helicopter types are exhibited ©PAR

The **Helicopter Museum** in Weston-super-Mare is celebrating its 30th Anniversary this year.

On November 3, 1989, the Museum was officially opened by HRH Prince Andrew, Duke of York, who arrived at the site by air in a Wessex HC.4 of the Queens Royal Flight. Now exactly 30 years later to the day, that very same helicopter is part of the museum's World Famous collection.

Over its three decades The Helicopter Museum has seen a lot of changes with substantial growth in both size and acquisitions. From humble beginnings it now proudly hosts the Worlds Largest Helicopter Collection and stands as one of Weston-super-Mare's most popular Visitor Attractions. The Museum is currently in the middle of major site development with a new purpose built Visitor Services Facility due to open next Spring.

**StandardAero** and **Robertson Fuel Systems** have announced the certification of their AS350/EC130 crash-resistant fuel tank (CRFT) by yet another international airworthiness authority, Transport Canada. This most recent approval represents the third regulatory agency to certify the solution, in addition to the U.S. Federal Aviation Administration (FAA) and the European Union Aviation Safety Agency (EASA).

Doncaster, UK, based **2ExCel Aviation** are advertising for Special Mission Systems Operators, UK based and operating in their fleet of Piper PA31 & King Air Special Missions Aircraft which utilise Wescam/FLIR EO/IR systems. They are offering - full-time, part-time & contractor position. Contact Matt Tones on +44 (0)1604 671309 or E-mail: info@2excelaviation.com

Further south **Babcock** are setting up a pilot recruitment open day set for November 7 in Salisbury, Wiltshire. Babcock are responsible for the support of a fleet of 32 helicopters from bases across England, Wales, Scotland and Ireland has been providing dedicated air ambulance support for more than 20 years and Police Scotland for almost a decade. Babcock Onshore constantly invests in new aircraft, equipment and training to ensure the consistent capability to deliver safe, dependable operational excellence at all times. Babcock is promoting exciting new opportunities for experienced helicopter pilots to join them. They are targeting experienced helicopter pilots with a background working in the forces, either from the Army, Navy or the RAF for opportunities including posts in Cardiff, Caernarfon, Cambridge and Glasgow and an additional need for Touring Pilots.

The minimum experience required is now 1,000 hours pilot in command of aircraft of which 500 hours is pilot in command on twin turbine helicopters; or 1,000 hours as co-pilot in HEMS/ Police operations of which 500 hours is as pilot in command under supervision and 100 hours pilot in command of twin turbine helicopters.

Japan's second largest fire department, the **Osaka Municipal Fire Department (OMFD)**, has placed an order for one Airbus Helicopters H155 helicopter for firefighting and rescue missions. Equipped with emergency medical service equipment, floodlighting and a helicopter video transmission system, this new addition will join the operator's existing fleet which includes AS365N3s purchased in 2005.

Since 1976, the OMFD's Air Rescue Team has been supporting the Osaka city with its Airbus fleet, which includes the SA316B Alouette III, SA365N, AS365N2, and AS365N3.

At the recent ADEX 2019 held in Seoul, South Korea, **Kopter Group AG** (Kopter) and Korea Aerospace Industries, LTD. (KAI) signed a Memorandum of Understanding, paving the way for a close cooperation between the two companies.

#



2ExCel have a fleet of Piper aircraft ©PAR



This framework officially launches the start of a collaboration between Kopter and KAI around local assembly, production, customisation and sales of Kopter's SH09 single-engine helicopter in Korea. The SH09 is currently scheduled to be built in Europe and the USA this cooperation agreement should enhance sales to other Asian countries from Korea.

At NBAA 2019 in Las Vegas, Pilatus was showing an update to its popular PC-12 utility turboprop. The **PC-12 NGX** has an updated engine, a more passenger-friendly cabin and new avionics. The new PC-12 NGX is powered by the Pratt & Whitney PT6E-67XP Electronic Propeller and Engine Control System with FADEC (Full Authority Digital Engine Control), which is the first in this market segment. There's also a new propeller low-speed mode, resulting in a significant reduction in cabin noise.



The fixed wings might not meet favour with some ISR operators  
©Tecnam

The latest aircraft from **Tecnam**, the P2012 Traveller is an eleven-seat utility aircraft designed and manufactured by the Italian company. At the recent NBAA Show the type was 'delivered' to Cape Air, a commuter airline based in Massachusetts, that the type was developed for. At the show Tecnam were displaying an EMS mock-up and were talking about developing a special missions package. The Cape Air Founder & CEO, Dan Wolf, and Tecnam CEO, Paolo Pascale actually launched the Tecnam twin on October 16 in a webcast ceremony undertaken from Hyannis, Maryland.

**Midwest AeroCare**, a Med-Trans Corporation program, recently took delivery of a medically configured Bell 407 helicopter. Based in Pittsburg, Kansas USA., the aircraft serves southeast Kansas, southwest Missouri, and northeast Oklahoma.

Located at Atkinson Municipal Airport in Pittsburg, the Midwest AeroCare base is a preferred critical care air medical transport provider for Ascension Via Christi, the largest healthcare provider in central Kansas. Midwest AeroCare also operates an air medical transport base in Chanute. The proximity of each of these locations allows for additional air transport coverage for Crawford and Neosho Counties and the surrounding regions.

The Bell 407 helicopter, N911GX, replaced a Eurocopter AS350. The new aircraft has a 300 nautical mile range, 140 mph cruise speed, and is equipped with state-of-the-art safety enhancements such as night vision capability, XM color weather radar, and autopilot systems. Additionally, Skytrac satellite tracking software allows Med-Trans' communication center to monitor aircraft position continuously.

Midwest AeroCare and its predecessor companies have been based in Pittsburg for more than 12 years. The operation is accredited by the Commission on Accreditation of Medical Transport Systems (CAMTS), which is dedicated to improving the quality of patient care and safety of the transport environment.



Olympia, Washington, based **Fifty-Ten-Yankee**, LLC, announced that they have come to an agreement with Soloy, LLC to acquire all assets of Soloy Aviation Solutions including the fixed wing, engine and helicopter STC's currently produced by Soloy, LLC.

Fifty-Ten-Yankee, LLC will support 20 FAA approved Fixed Wing, 3 Helicopter and two FAR Part 33 Engine STC's as well as 23 foreign approvals. A listing of current supported STC's can be found on the company website.

The new ownership will continue to operate as Soloy Aviation Solutions using the Soloy Aviation Solutions website ([www.soloy.com](http://www.soloy.com)), [soloy@soloy.com](mailto:soloy@soloy.com) domain, phone/fax numbers and will be relocating to a new facility on the Olympia, Washington airport (KOLM).

In addition to the existing Soloy product lines, Fifty-Ten-Yankee, LLC has acquired all intellectual property and production rights for the Twin Engine/Single Propeller Soloy Dual Pac, the Soloy Pathfinder 21 modification, Soloy Enaer T35 Turbine conversion and the inlet design and tooling for the Williams FJ44 Turbopan Engine.

# ACCIDENTS & INCIDENTS

**1 October 2019 helicopter. N.** Air ambulance Medstar Aircare. The unidentified medical helicopter made an emergency landing at the Mobile Aeroplex at Brookley, Alabama. [WKRG]

**3 October 2019 Bell OH-58 N911??.** Polk County Sheriffs Office. A single manned police helicopter was called to an autogyro that had made an unscheduled hard landing in a swampy area. The Bell also got into difficulty and ended up undertaking a hard landing and flopped on to its side with the tail boom detached. The U.S. Coast Guard despatched an MH-60 Jayhawk from Coast Guard Air Station Clearwater to hoist the two pilots out of the field they had crashed in. The pilots were identified as 52-year-old Polk County Deputy Lavon Hughes and 56-year-old Jeff Wright of Lutz, who was flying an AR-1 Gyrocopter. Both were taken to Tampa General Hospital. The incidents took place off Route 664 and Manley Road on Mosaic property. The pilots were stuck in a pond of soft clay and could not be reached by foot, boat, or all-terrain vehicles. [Media]

**7 October 2019 Airbus Helicopter EC145T2 I-TDUE** Air ambulance of Airgreen s.r.l. The helicopter was substantially damaged when manoeuvring in a tailwind at Alghero, a city on the northwest coast of Sardinia, Italy. The MRBs struck the wire cutter causing severe damage to the upper cabin and MR blades. Airframe substantially intact. The four occupants were not reported to have suffered injuries. [ASN]

**13 October 2019 Airbus Helicopters EC225LP JA62HC** Tokyo Fire Department. An 77 years old woman was accidentally dropped from a height of 40 metres (131 feet) during a hoist lift by a rescue helicopter during rescue from a flood by Typhoon Hagibis. The victim was lifted from ground level in Iwaki City, Fukushima Prefecture and had almost reached the helicopter cabin when the rescuer lost contact with her and she fell. Although sent to hospital she was declared dead. [news agencies/ASN]

**21 October 2019 Airbus Helicopter EC130T2 N922RJ** Air ambulance of Enloe Medical Center. The helicopter made an unscheduled landing at Oroville Municipal Airport after hitting a flock of geese in the dark. The impact happened a few miles north of Gridley, while transiting south back to Chico from Sacramento. Oroville is a public airport located 3 miles (5 km) southwest of the city of Oroville in Butte County, California, USA and around six miles from the incident. The bird shattered the top-half of the wind screen striking the PIC in the head then striking the flight medic behind him in the face shield of his helmet before finally lodging between the back seat and the rear bulkhead. The aircraft was in cruise flight at 1200 ft. MSL traveling at approximately 130 KIAS. The moon phase was 55% with clear skies and unrestricted visibility. The pilot and crew were flying under night vision goggles. The pilot did not see the bird prior to impact. The nurse seated in the right rear and under goggles, saw the bird from right to left just before it impacted the pilot windscreen. There was no time for warning. No patients were on board the aircraft, and there were no major injuries to the pilot or crew members but the pilot was cut by shards of plexiglass and temporarily lost use of his NVGs and microphone. A walk around revealed a second bird had struck the right horizontal stabilizer. A 3-inch crack was also discovered on the pilots door window. [Concern/KRCRTV]

## SAFETY

An Emergency AD has been issued for certain specified SAFRAN/Turboméca MAKILA 2A and MAKILA 2A1 engines, the power unit primarily installed on the Airbus Helicopters EC 225 helicopter. The affected elements are certain 26-tooth bevel gears. The action requires inspection and follows an in-flight shutdown (IFSD) of an engine. Subsequent investigations identified rupture of several teeth of the Module 01 bevel gear, due to fatigue propagation. A quality issue during manufacturing has been determined as root cause, and a specific batch of affected parts has been identified. This condition, if not corrected, could lead to further IFSD, possibly resulting in reduced control of the helicopter or total loss of power. The AD requires replacement of each affected part from the specified batch of serial numbers with a serviceable part before the next flight.

The troubles for the Boeing 737 MAX continue. Some claim it will never fly again – at least with its current identity – public confidence may be irretrievable. The fatal accidents have exposed major faultlines in certification between the manufacturer and the FAA. It became obvious to the aviation world that the certification process was compromised.

Helicopters Flying for Public Transport at Night 1) The Civil Aviation Authority (CAA), in exercise of its powers under article 266 of the Air Navigation Order 2016 ('the Order'), exempts any helicopter flying for the purpose of the public transport of passengers at night from the requirement at article 210(2) of the Order (see Note 1). 2) This exemption only applies if: a) the flight is: i) a Search and Rescue flight conducted under and in accordance with an air operator's certificate; or ii) conducted under and in accordance with



the terms of a police air operator's certificate; and b) the operator has ensured that the helicopter is equipped with a suitable means of illumination (see Note 2) acceptable to the CAA to enable the pilot: i) when landing, to identify the landing area in flight, to determine the landing direction and to make a safe approach and landing; and ii) when taking off, to make a safe take-off. 3) This exemption supersedes Official Record Series 4 No. 1246, which is revoked. 4) This exemption has effect from the date it is signed until 31 October 2020, both dates inclusive, unless previously revoked.

A Royal Navy helicopter crew from RNAS Culdrose in Cornwall rescued a crashed aircraft which had become lodged on top of a Cornish mine chimney.

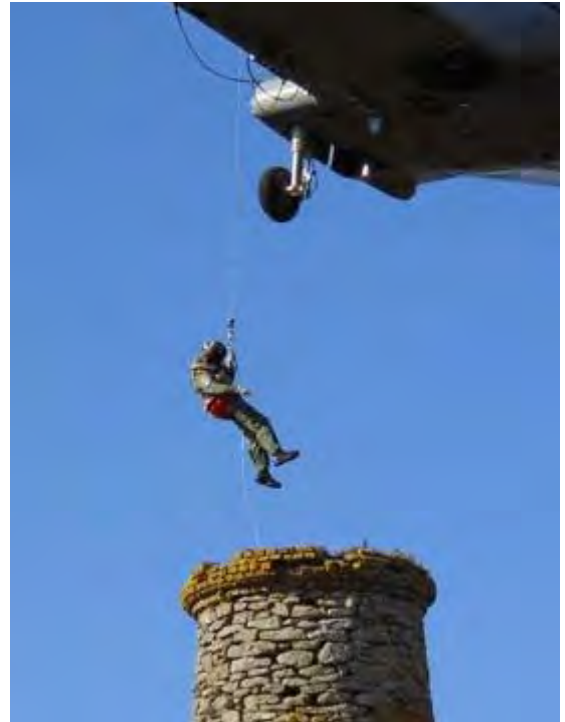
A few days before, the owner of the radio controlled aeroplane watched in disbelief as his model aircraft hit and stuck fast atop the Victorian landmark. It was the only structure of any height anywhere nearby.

It was not far from the RN Air Station at Culdrose and more in hope than anything members of the model flying club contacted the RN.

Luck was on their side and a three-hour SAR training sortie planned for October 23 by members of 824 Naval Air Squadron, which trains Merlin helicopter crews was changed in content to allow the lowering of Lt Donell Fairweather by hoist to the top of the chimney to retrieve the model and hand it over to the owner Roger Bath.

Fortunately the RN saw the alteration in the flight plan as a valuable training opportunity for a student pilot to add to an usual SAR scenario.

The task was far from simple and allowed the crew to spend a great deal of time and effort planning and considering all possible options, plans and dangers.



## UNMANNED

The **British Airline Pilots Association** (BALPA) has welcomed calls by the House of Commons Science and Technology Committee for the Government to introduce further measures to ensure the safe integration of drones into UK airspace.

BALPA says the committee has recognised the danger posed by a collision between a drone and manned aircraft and is now urging the drone industry to stop ignoring the issue and take proactive steps to ensure future flight safety.

BALPA has praised the committee for joining its calls for extensive collision testing, introduction of a registration scheme, standardisation and enforcement of restricted zones, the introduction of mandatory drone safety features and standards at the manufacturing stage and further penalties for irresponsible or nefarious drone use.

The report highlights the particular vulnerability of helicopter operations, especially Helicopter Emergency Medical Services (HEMS) and police search and rescue flights, to drone collisions.

Pilots say the Government should now act swiftly to stop the increasingly popular technology being a threat to the safety of the travelling public as well as those on the ground.

**FLIR Systems**, Inc. has acquired the intellectual property (IP) and certain operating assets of Aria Insights, Inc. Terms of the deal are not being disclosed.

For military use and other applications, tethered drones can deliver persistent situational awareness. They connect to a base station, or vehicle, that provides continuous power and secure communications.

Previously known as CyPhy Works, Inc., Aria pioneered the development of tethered small unmanned aerial systems (sUAS). Founded in 2008 by iRobot co-founder Helen Greiner and backed by several top technology investors, Aria notably developed the Persistent Aerial Reconnaissance and Communications (PARC) tethered drone. The company ceased operations in March 2019.

Tethered drones connect to a base station or vehicle by microfilament wire, which provides both continu-

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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.*

ous power and secure communications. For certain applications, a tethered drone offers advantages over a free-flying UAS, enabling sustained operations on longer missions and persistent situational awareness so users can perform intelligence, surveillance, and reconnaissance (ISR) functions.

The Aria assets will be integrated into FLIR's Unmanned Systems and Integrated Solutions Division, augmenting the company's industry-leading technology portfolio built from its acquisitions of Prox Dynamics in 2016 and Aeryon Labs and Endeavor Robotics earlier this year.

German startup **Volocopter** said Singapore is emerging as one of the most likely destinations for the commercial launch of its electric helicopters, where it hopes to offer short-hop flights for the price of a limousine ride.

The co-founder of the company, which is working with Singapore regulators to conduct a public test flight in coming months, said the city-state, Dubai and Germany were the markets most open to its air taxis. Volocopter, which counts Daimler, Intel and Chinese car maker Geely among its backers, is targeting a

planned commercial rollout in two to three years of its drone-like taxis that resemble a small helicopter powered by 18 rotors. They are looking for more financial partners in a 2020 funding round. The firm has raised €85M (\$93M) to date. Volocopter has undertaken over 1,000 test flights: some piloted by humans and others flown by remote control or autonomously on pre-determined routes. The first commercial flights will be piloted, leaving room for only one passenger, but in five to 10 years it is expected that the operations will transition to fully-autonomous flying.



**COPTRZ** are the UK's leading drone training provider have run PfCO courses for almost four years. Initially, they ran one course a month but this has expanded to two a week and able to offer spaces on a range of course dates. <https://www.coptrz.com/caa-drone-training/locations/> They are offering places for just £450 ex VAT. That includes the full PfCO training process, start to finish, flight test, theory test, operations manual support, everything!  
+44 (0)7951 996941 [www.coptrz.com](http://www.coptrz.com) 1st Floor Phoenix House, 3 South Parade, Leeds, LS1 5QX

In the middle of this month the attraction will be the **Commercial UAV Show** to be held at ExCel. In terms of the size of the host building this show is tiny but it is busy within its confined space and attracts some interesting exhibitors. Although restricted in number the exact identity of the exhibitors attending year on year changes if only because this is a young industry and the venue is expensive.

This year look out for **ATLAS** (Air Traffic Laboratory for Advanced Unmanned Systems), a Test Flight Centre located in Villacarrillo (Jaen) in central southern Spain which offers the international aerospace community an aerodrome equipped with technological-scientific facilities and airspace ideally suited to the development of experimental flights with unmanned aerial vehicles (UAS/RPAS) in that it is suitably remote.

Portland, Oregon based US company **Blue Marble Geographics** has been a pioneer in the development of powerful and innovative geospatial software. Widely regarded for its expertise in coordinate conversion and file format support, Blue Marble's include products such as Geographic Calculator, the paradigm for highly accurate spatial data conversion and advanced projection management

**Flyability** is a Swiss company based in Paudex is building safe drones for inaccessible places. The typical craft is contained in an open ball structure to allow it to navigate confined spaces. By allowing drones to be used safely inside cities, buildings, and in contact with people, it enables new interactions and services with UAVs and solves the two most critical issues of one of the fastest-growing industries: collision and injury risks. Although a major use is the inspection of infrastructure in the industrial market it does have emergency services users. Since 2018, the prime product Elios has successfully been used by the French RAID law enforcement units. RAID (Research, Assistance, Intervention, Deterrence), use it to perform indoor reconnaissance and intelligence in the most complex enclosed spaces. <https://www.flyability.com/elios/>



The Elios in protected by a flexible cage ©Flyability



In August **AeroVironment, Inc.** has received a \$5,254,912 firm fixed-price contract award for Puma 3AE systems and support equipment for the U.S. Border Patrol, part of the U.S. Customs and Border Protection (CBP). Delivery of these small fixed wing UAS is anticipated by January, 2020. The Puma is designed for ease of transport, deployment and operation. The Puma system can be launched from anywhere, at any time, and requires no additional infrastructure, such as runways or launch devices. The UAS flies for hours in the most extreme environments while producing high-resolution, continuous or on-demand spot surveillance of critical land and sea border areas at any time of the day or night.

## MOVE ALONG THERE

Careful what you wish for 2.... There have been several instances of UK police forces covering up their tracks when it comes to doing their work efficiently and not being found to have mislead customers and employers. In the aircraft world this also applies, as that little company Boeing has recently found after it was deemed to have misrepresented a particular aircraft and its capabilities. Southwest Airlines Pilots Association (SWAPA), which represents over 9,000 Southwest pilots, is suing Boeing for "deliberately misleading the organization and its pilots" regarding the airworthiness of the Boeing 737 MAX.

SWAPA filed the case with the District Court of Dallas County, Texas. The lawsuit alleges that the groundings have cost over \$100M in compensations for Southwest Pilots. The airline expects to transfer 8% fewer passengers in 2019, had to cancel over 30,000 flights since the 737 MAX was grounded in March 2019. Besides costly losses, the lawsuit also claims that Boeing falsely represented the fact that the 737 MAX was "the same as the time-tested 737 aircraft" and was airworthy. But "these representations were false and cost lives."

Simples? That scenario sort of reminds me of an ongoing project much closer to home!



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It may be a typical 'Old Mans' whinge but I noted in the middle of last month, on my birthday no less, that a many within Thames Valley Police were stating with pride that the late "PC Andrew Harper will never be forgotten."

If only it were true. Yes his name will occasionally be remembered by others than his close family but in truth deaths, such as his, the causes of incidents and lessons learned are only preserved by very few and so many times the same tactical, procurement and procedural mistakes are made.

If that were not at least partly true there would be far less complaints about senior ranks making a real mess of project after project, tower block fire after tower block fire.

**E** For many months [i.e. years] we have been told that shortly [i.e. last year] the UK Emergency Services will have a new communications system based on 4G (ESN) that will provide them with a seamless signal coverage that will cover the whole country.

So it seems strange that last month the news broke that the UK's mobile operators have pledged to stump up half the cash for a £1bn "Shared Rural Network" (SRN) to tackle areas where 4G is not currently available.

**S** All four of the prime UK Networks – EE, Three, O2 and Vodafone – have signed proposals to bring rural coverage to 95% of the UK by 2025. According to Ofcom, current geographic 4G mobile coverage – meaning where a signal is available from all four providers – stands at 66% but EE who are prime on the ESN's proposed 4G network currently covers more than 85% of the UK's landmass and it plans to deliver 4G to 95% of UK landmass next year. Providers who use the EE network are ASDA Mobile, BT Mobile, Plusnet Mobile, Virgin Mobile, Utility Warehouse, 1p Mobile and The Phone Co-op. Population-wise, EE covers 99% of the UK but those numbers do not add up to that 100% coverage promised.

**N**

## EVENT REPORTS

County Durham & Darlington Fire and Rescue Service (CDDFRS).in partnership with Northumbrian Water have hosted a national exercise which tested capabilities to restore water to 50,000 homes due to a simulated water treatment works failure.

The exercise named 'Exercise Poseidon started with Northumbrian Water Ltd (NWL) asking for urgent assistance in pumping a large volume of water from one reservoir to a second reservoir.

A local fire and rescue incident management room was set up, supported by specialist fire and rescue teams from all over the UK and a strategic holding area sprang into action. On September 18, the exercise tested deploying equipment, a large number of vehicles and personnel to Airy Holm and Derwent reservoirs.

High volume pumps [HVP] from County Durham and Darlington, Northumberland, Tyne & Wear, North Yorkshire, West Yorkshire, Cumbria, Lancashire and Scottish fire and rescue services, along with one HVP from the Highways England were deployed to Airy Holm Reservoir. This was supported by a multi-agency response with partners including: Durham Constabulary, Environment Agency, Royal Air Force, The British Red Cross, St. John's Ambulance and Rapid Response along with volunteer aircrew from the North East Civil Air Patrol.

At one point an RAF CH-47 Chinook helicopter assisted in successfully lifting HVP modules into position around Airy Holm Reservoir.

Area manager Steve Wharton, CDDFRS head of emergency response commented: "This was an unique opportunity to test the response of the fire and rescue service both locally and nationally to ensure that we can efficiently and effectively deploy large numbers of resources, working in partnership to support our communities. The exercise was a great success and demonstrated the value of working collaboratively with partners."

Brian Plemper, a water network analyst at Northumbrian Water Ltd, said, "It's been a great experience hosting the exercise at our reservoirs at Airy Holm and at Derwent with the County Durham & Darlington FRS, with the RAF, with other FRS, with the Environment Agency, with Highways England, and with volunteers from the BRC, St John Ambulance and the North East Civil Air Patrol. Exercises like this allow us to make sure we are always fully prepared to respond effectively to any incident and in collaboration with our partners."



The exercise grounds ©CAP



**HELICOPTER LINKS**  
The online yellow pages of the helicopter industry<sup>SM</sup>





## COMING SOON

If you have a modern mobile phone you will appreciate that the average user rarely uses all of the features it offers. It is often claimed that EO/IR cameras are so complex that only a tiny proportion of their capabilities is used by the average operator. Most owners of equipment survive on a short course provided by the manufacturer to a limited number of staff who are expected to train those below them. Few if any of their operators get to go on an intensive instruction course to try and expand their knowledge and dexterity with the equipment.

This is where such as the **Airborne Public Safety Association [APSA]** and the **Law Enforcement Thermographers' Association [LETA]** come in to offer training classes and to try and improve the efficiency of operators. The downside is that they are both based in the Americas.

APSA is well known for its training and support services of course [if only as ALEA] but LETA was incorporated as a non-profit, international law enforcement organization in 1995 primarily focussed on IR training. Membership is open to all law enforcement personnel, including local and state prosecutors and United States Attorneys or equivalent in other nations, law enforcement product industry representatives, and active Military and National Guard personnel assigned to law enforcement or investigative duties. It does not set out to compete with existing association or agency training.

Many court cases in the US have demonstrated that they require far more than a simple image from a camera to accept as evidence. This factor tends to drive the need for certified courses.

On December 2-4 at Annapolis, Maryland APSA will be running a course at the **Anne Arundel Police Department, Special Operations Division** in Millersville, Maryland that will provide an in-depth study of airborne thermal imagery use in the areas of tactics, technology and theory. The course offers certification as an Airborne Thermographer to qualified students who attend all 24-hours of training, pass the written exam and demonstrate proficiency on the use of a static airborne thermal imagery system. The course has been specifically designed for aviation law enforcement officers for use in support of law enforcement missions using airborne thermal imagery systems. The course is designed to benefit not only the TFO but the police pilot as well, as all of the instructors explain and demonstrate the theory, technology, tactics and legal issues involving the successful use of thermal imagery cameras and systems. Registration for individual APSA members costs: \$350 this rises to \$450 for non-members.

Additional costs are getting to the venue and covering the accommodation with the Double Tree by Hilton Hotel, Annapolis set as the host venue at \$109 a night.

The **PAvCon Europe 2020** police aviation conference and exhibition continues to develop ahead of a scheduled site visit by the organisers. The date is set for early June but there has been a small but significant change in venue. Originally the plan was to go to the Berlin base of the Bundespolizei at Blumberg but the hosts have now requested that the conference takes place their headquarters.



The classic interior that will provide a very different backdrop to the exhibition space ©Bundespolizei

The address, Schöneberger Ufer 1, 10785 Berlin, contains the Federal Police Directorate 11 an organisation organising all special forces of the Federal Police under uniform leadership. This HQ building may not have aircraft on site but it contains the elements of the organisation responsible for dealing with complex, life-threatening situations at home and abroad including GSG 9 and the Federal Police Air Service.

As part of the attraction for PAVCon Europe is to put suppliers in touch with operators this is where many of them would want to be.

The recently announced intention for the Federal Police to enter a fleet replacement programme will only heighten the interest among commercial attendees. Homepage: [www.bundespolizei.de](http://www.bundespolizei.de)





# PAvCon 2020

Berlin, Germany, June 8 - 10



*The Networking continues*

[www.pavconeurope.eu](http://www.pavconeurope.eu)



4-6 November 72nd International Air Safety Summit, Taipei, Taiwan. The main sponsor of this annual event, the China Aviation Development Foundation is inviting delegates to the Mandarin Oriental Hotel in Taipei. The Flight Safety Foundation lineup of featured speakers for the event will include an opening address by Chow Kok Wah, assistant honorary secretary of the Association of Aerospace Industries (Singapore). The opening session's featured speaker will be Prof. Temel Kotil, president and CEO of Turkish Aerospace. Kotil has a Ph.D. in mechanical engineering and experience in academia and industry. Robert A. Pearce, acting associate administrator of the U.S. National Aeronautics and Space Administration's (NASA's) Aeronautic Research Mission Directorate, will kick off IASS Day 2 on November 5. At NASA, Pearce manages the agency's aeronautics research portfolio and guides its strategic direction, including research in advanced air vehicle concepts, airspace operations and safety, integrated aviation systems, and the nurturing and development of transformative concepts for aviation. Day 2's second featured speaker will be Cyriel Kronenburg, who is vice president of Aviation Services for Aireon, where he leads regulatory, marketing, product development, commercial data services and partner development activities. Kronenburg previously was global head of air traffic control charges at IATA, where he led global air traffic management efficiency campaigns. For more information on the IASS 2019 program or venue, or to register, please consult [www.flightsafety.org](http://www.flightsafety.org)



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5-7 November 2019 Vertical Flight Expo & Conference, formerly known as Helitech, at Farnborough International. Over 75 manufacturers, suppliers and operators will exhibit the latest products and services on the show floor.

9 November 2019 American Heroes Air Show, Los Angeles, California. The Saturday daytime event is being run between 9:00am – 4:00pm at Hansen Dam Recreation Area, Lakeview Terrace, California. As is customary helicopters from law enforcement, fire, EMS/ENG, military and homeland security organisations demonstrate the unique capabilities of rotary-wing aviation. There will be a Career & Recruiting Expo for law enforcement and schools with a Criminal Justice curriculum, to profile careers in public safety, government service, homeland security and defence. Local Search & Rescue teams will be there with emergency vehicles, equipment displays and demonstrations. Various non-profit organisations are on site to promote their mission of public service, community safety and emergency preparedness. STAR Helicopters will provide sight-seeing rides.

Parking is located on Foothill Blvd. just south of the 210 Freeway.

Metro provides bus transportation to the American Heroes Air Show via the Metro Local 233 at the intersection of Terra Bella Street and Foothill Boulevard. Visit the [Metro Trip Planner](#) or call +1 (323) 466-3876. The organiser is JD Paules / Heroes Air Show, PO Box 5188, West Hills, CA 91308 +1 (818) 631-8132 +1 (818) 347-4577 [info@heroes-airshow.com](mailto:info@heroes-airshow.com)

12-13 November 2019 Commercial UAV Show. With many speakers already confirmed and almost half of the exhibition floorplan either sold or filled – what better time for Police Aviation News to increase their brand awareness and thought leadership in this pioneering conversation space than now? <https://www.terrapinn.com/exhibition/the-commercial-uav-show/index.stm> Andrew Stewart Business Development Manager T: 020 7092 1043 E: [Andrew.Stewart@terrapinn.com](mailto:Andrew.Stewart@terrapinn.com)

**18-20 November 2019 Smarter Border Management** at the Hilton London Canary Wharf, South Quay, Marsh Wall, London E14 9SH +44 203 002 2300 is the leading forum for the border management community and the question of how to secure borders has never been more critical. According to Accenture, annual international passenger numbers globally set to double to 7.3 billion by 2034. Freight volume doubling even faster, by 2030. Net migration to Western countries mushrooming to 98 million by 2050. Coupled with the continued threat of terrorist activities within our borders, trends of increasing migration and traveller movement, and the ever-growing e-commerce market, border management is at the forefront of the international agenda. Some 120 leaders in border security, policy makers, experts and stakeholders. The map displays live availability and allows you to book directly with each hotel: <https://www.HotelMap.com/pro/MVCGW>

**20-22 November 2019 Homeland Security Week**, Grand Hyatt Hotel, Washington DC, USA. An event designed to provide the necessary dialogue to help drive homeland security initiatives to protect the US our homeland. The 13th Annual Homeland Security Week will bring together 250+ individuals ranging from DHS officials, industry executives, elected officials, and academia from across the U.S. and global stakeholders to discuss the challenges at the forefront of homeland security operations, policy and procurement.

Key themes at this event include Border Management and Surveillance, Cyber Security, Critical Infrastructure, Processing, Exploiting and Disseminating Intelligence and ISR Platforms and Counter Terrorism and Safe Cities. With interactive discussion groups and panels it will provide an opportunity to be a part of the summit sharing expertise whilst learning about the DHS, TSA, CBP, FEMA (just to name a few) agencies priorities, strategies, requirements and future operations.

The Grand Hyatt Washington (1000 H St NW, Washington, DC 20001, +1 (202) 582-1234 is located in the heart of Washington D.C. steps away from downtown. With the Metro Center train station conveniently connected the lobby, allowing you to travel the red, orange, silver, and blue lines with ease to the city's iconic destinations.

The special room rate of \$309 has been established if you book direct before October 29th, 2019. <https://www.asdevents.com/aerospace-defence>

**3-4 December 2019 International Security Expo** at Olympia. Operated by Nineteen Group, Tuiton House, 27-37 St Georges Road Wimbledon, London, SW19 4EU [www.internationalsecurityexpo.co.uk](http://www.internationalsecurityexpo.co.uk)

**27 January 2020 APSA Rescue Summit 2020** will be held in conjunction with HELI-EXPO 2020 on Monday, January 27, at the Anaheim Convention Center - Room 210AB, 200 South Anaheim Boulevard, Anaheim, CA 92805

Rescue Summit 2020 will include various presentations pertaining to helicopter rescue operations including topics such as hoisting, safety and critical incident & accident reviews. Lunch will be provided and networking opportunities are scheduled throughout the day. Registration Cost:

Member: Complimentary (Included in APSA Individual Membership) Non-Member: \$50  
Rescue Summit 2020 is for all who use VTOL aircraft in rescue operations. Registration is included in APSA Individual Membership dues.

**28-30 January 2020 HAI Heli-Expo**, Anaheim, California [www.rotor.org](http://www.rotor.org)

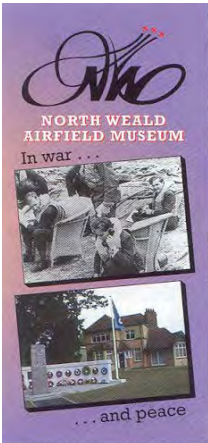


The advertisement for Airborne Technologies features a large group of people in black uniforms standing in front of a military aircraft. The text 'Your Mission – Our Business' is prominently displayed on the left. The Airborne Technologies logo, which includes a stylized airplane icon, is on the right. A yellow banner at the bottom left reads 'Tailor-made police ISR solutions' and the website 'www.airbornetechnologies.at' is centered below it. The phrase 'Designed for Precision' is located in the bottom right corner.





Spoils of war: In Brazil the police have inducted an Eurocopter EC130B4 PR-DHL acquired during anti-drug operations into police service. The helicopter came into their hands during a drug enquiry in April when it was found to be carrying 500kg of cocaine in Sao Paulo.



## SPONSOR SOUGHT

An aerospace industry sponsor is sought to finance a new print run of advertising leaflets for the North Weald Airfield Museum located near Epping Essex.

A low cost opportunity to support a leading airfield history museum and memorial. It is proposed that 10,000 leaflets be produced with the sponsors logo prominently shown on them and on the museum social media.

North Weald Airfield is the base of both the Essex & Herts Air Ambulance and a unit of the National Police Air Service.

