

Police Aviation News

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EDITORIAL

The world is full of change.

Just a few short weeks ago our skies were full of airliners transporting millions of people in thousands of aircraft to all points of the globe. Now the majority of aircraft are grounded and those that fly are almost empty and surviving on providing cabin freight simply to survive a looming world recession. It seems that the only active, if not thriving, sector in the aviation world are the airborne emergency services and the military. Thousands in other sectors of aviation are being laid off/let go.

The last time there was a face-to-face aviation event seems a lifetime ago, those employed in many parts of the aviation sector inevitably find they no longer have employment.

Icons of the industry crumble to dust. The super-rich producers of mass transit, Boeing, Airbus, Rolls-Royce, GE etc now have no confidence in their industry and are finding ways of producing a handful of airliners where a year ago there were hundreds coming off the line. Certainly a seed change.

In my corner of the publishing world there are changes also. With few now venturing out to work in offices there are less people to collect printed magazines from the corner shop, the printed word is increasingly banished to tiny print runs and, clearly driven by recent events, has reluctantly given way to the digital edition. Last month saw the final weekly print edition of *Flight International*. It has been a weekly for 111 years but now it is a 'ticker-tape' daily news service with a monthly paper edition we have yet to sample. A century ago *Flight* covered all aspects of a nascent aviation industry, 50 years ago it was still a broad church, but in recent years *Flight* focussed its expertise on airlines and airliners – a commodity now in sharp decline for at least a year or so. They will need to convince their readership that they can cover the rest of aviation with authority– yes, even the airborne emergency services - while their focus group sectors recover from a very deep hole.

If tradition is on their side, they should be alright, some readers have been handing over significant amounts of their cash for a lifetime to enjoy access to intelligence from *Flight*. Old habits die hard. I still recall parting with the 1/6d [about 7½p] of pocket money at W H Smiths newsagents Liverpool Lime Street in 1959. It has been a lifetime of subscription.

Supporting *Flight* may be an old man's whim but will the younger digital customer still pay? Even the favourite UK market news outlet W H Smith is a threatened species. In modern times *Flight* regularly supplies free event magazines paid for by advertising - when there are events. So perhaps they should not assume that the customer will always pay. As *PAN* has shown over the last two decades, digital aviation intelligence can be free at the point consumption if the advertising world can be convinced of the worth of the publication.

Bryn Elliott

LAW ENFORCEMENT INTERNATIONAL

CONFERENCE: A few years ago a casual conversation at a PAVCon event discussed the hosting of the conference event by the police in Luxembourg. At that time the operation was looking for new airframes to replace its MD902 helicopters and then to rebuild its facility. It was predicted that all would be in place by 2021.

The unit duly took delivery of its new helicopter, an Airbus Helicopter H145, and was looking forward to

COVER: The Utah Department of Public Safety Aero Bureau's has friends in their local television provider. They have noted that although flight numbers and rescues are increasing there has been no commensurate increase in funding by the state legislature over the last five years. The question remains as to whether the interest of KUTV is enough to embarrass the politicians into improving the funding. [image from Utah DoPS website]



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commencing the erection of a new hangar for its helicopters that would allow the unit to host the 2021 conference.

Unfortunately the onset of COVID-19 delayed the building programme and it became clear that, like everything else these days, completion of the project on time could not be assured. As a result it has been decided that the unit will not now host PAVCon Europe 2021. A decision on a new date will be held in abeyance until completion of the facility is assured.

Therefore the stage is opened up for any volunteer mainland European location to host the 2021 event. Offers to the management so I can assess the viability of the location. I would suggest that the date is somewhere between late May 2021 and late October 2021 and that a final decision might be made by December this year when we can hopefully assess the progress of COVID-19. This virus is not spent yet and I can see it continuing to be a problem for event planning well into 2021. Unfortunately, experience has proved that a venue in the United Kingdom is not viable.

The next scheduled full PAVCon Europe is set for 2022 a return visit to Weiner Neustadt, Austria. It is tempting to discuss with the hosts, Airborne Technologies, bringing that event forward to 2021 as they have the facilities. However the situation with COVID-19 remains unclear and I would not wish to discuss that option until we could be assured that the plague has gone away.

AUSTRALIA

VICTORIA: With the delivery of new AW139 aircraft to the unit CHC Helicopter have put up for sale the three police Airbus Helicopters AS365N3's. The airframes will be available from mid-September at a guide price of US\$2.3M each.

The features of the three include a rescue hoist, Nightsun, FLIR 380HD provisions, NVG compatible lighting, dual Garmin GTN 650, ADS-B, DF, TAS-720 TCAD and satellite tracking.

CAYMAN ISLANDS

RCIPS: The Airbus Helicopters H145 police helicopter X-Ray One, VP-CAO, has arrived back home from the Airbus Helicopters US facility after receiving some engineering work and sprucing up for hurricane season. The other H145 also received some maintenance during this time.

VP-CAO now has police role equipment fitted including weather radar, daylight and TI camera, Nightsun, encrypted communications and PA system. floatation system and a hoist. It retains its Air Ambulance capability and is one of the most advanced police helicopters in the region.



The H145 was purchased from Airbus in 2019 as part of a joint deal with the UK to boost Cayman's Police Air Operations Unit and to assist fellow territories and other parts of the region during times of crisis. The United Kingdom contributed 25% of the purchase price as well as the running costs of the helicopter, a \$23M investment by the Cayman Islands Government in Air Operations.

Ed: The actual make-up of the role fit is open to conjecture as no details have been released but the hoist is apparently the standard Airbus Goodrich/UTC fit, the searchlight a Trakka, and the EO/IR appears to be the MX-10.

MALAYSIA

POLICE AIR WING: The 2019 Auditor-General's Report on the police Air Wing Unit in Subang in September 2019 found that the operation had been paying significant amounts for the maintenance of aircraft that were not available to operational policing.

One of the unit helicopters had been inactive for 17 months following a landing accident on March 13, 2018, until August 2019 but the unit had been obliged by the terms of its contract to pay for the maintenance of it. As a result the police have paid millions of ringgit for unused maintenance.

The report highlighted that the contract required that after six months of inactivity the fixed monthly maintenance charge would be reduced by 25% — from RM38,500 (£7,000) to RM28,875 (£5,200/\$7,000).

The helicopter in question was an 1998 Eurocopter/Airbus Helicopters AS355N 9M-PHJ damaged in March 2018. Although it was not operational the RM38,500 paid for six months resulted in a total of RM105,875 (£25,500) being overpaid over eleven prior to September 2019.

The report also found that a total of RM3.47M (£675,000) had been paid for the maintenance of two more





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helicopters, which had been inactive for more than three years from 2017 until 2019, because the terms of the contract only allowed for a discount to be given to a maximum of three helicopters at any one time.

The auditors have recommended that in future the contracts are checked in detail before making payments. [Bernama/[Malay Mail]

Ed: As far as I can determine this March 2018 accident to the AS355N 9M-PHJ has not previously been recorded in Police Aviation News or the Aviation Safety Network.

UNITED KINGDOM

NPAS: After waiting more than seven months PAN again asked the Freedom of Information Department at West Yorkshire Police why their decision to publish the Strategic Board minutes in the public domain was not being adhered to.

To publish was their decision after a request more than a year ago. The majority of the 2018/2019 back catalogue appeared on-line. One additional set of redacted minutes appeared for 2019 but the December meeting and all of those for 2020 have never appeared.

After the renewed request they advised that the joint 18/19 and 19/20 NPAS Annual Report will be published to the website in early Autumn and the missing minutes are currently being reviewed at the office of the West Yorkshire Police and Crime Commissioner (OPCC) before they can be published.

This raises two questions..... when is an Annual Report not an Annual Report and how long does it take for the OPCC to redact 3 sets of minutes?

UNITED STATES

CALIFORNIA: John Izzo of the Los Angeles (CA) Police Department submitted the winning entry in this year's "Air Beat" magazine Photo Contest. He will receive a GoPro HERO Black8 camera. APSA has congratulated John and thanks all of their members who submitted photos. You can submit photos from your aviation unit anytime throughout the year by sending to air-beat@publicsafetyaviation.org.

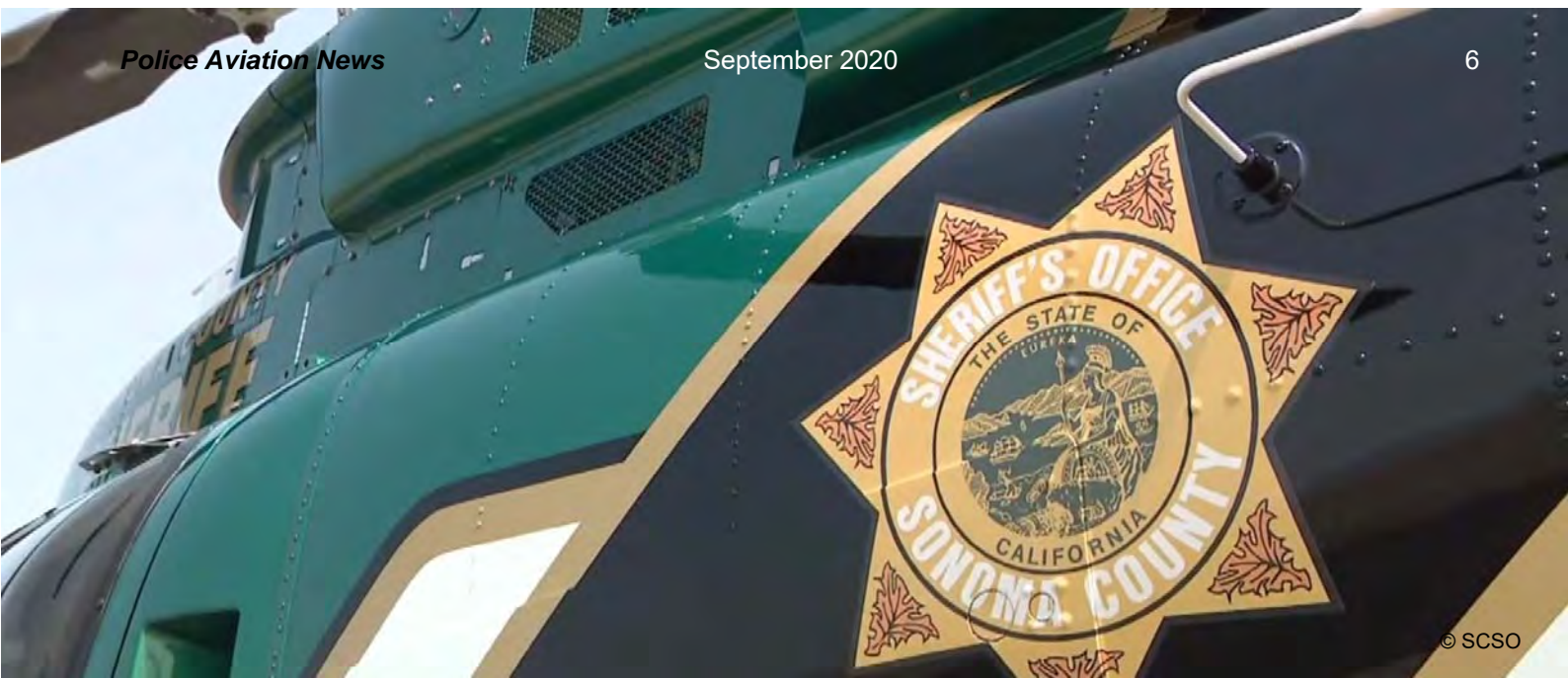
Airbus Helicopters, Inc. (AHI) has delivered the first of 16 new H125 helicopters uniquely configured for U.S. Customs and Border Protection (CBP) Air and Marine Operations (AMO). AMO collaborated with AHI as part of a long-term fleet upgrade initiative, and the resulting configuration has led to one of the most advanced, high-tech law enforcement helicopters ever developed.



The first helicopter for the new configuration was tested and delivered from Airbus Helicopters, Inc.'s facility in Grand Prairie, Texas. The remaining aircraft are being built in Columbus, Mississippi, utilising a workforce made up of 40% US veterans that also produces the UH-72A Lakota for the U.S. Army and has delivered more than 450 single-engine H125 aircraft for the North American market.

Following a rigorous analysis of its mission needs and next generation aerospace technology, AMO developed a set of requirements for the new helicopters, which Airbus put in place through nearly 30 Supplemental Type Certificates (STCs). The series of STCs are tied together through a primary all-encompassing STC that ensures all of the systems interact properly with one another and with the basic aircraft.

The Sonoma County Sheriff's helicopter rescue unit that was involved in saving the lives of two Marin County firefighters at the end of August has found itself the focus of budget cuts and therefore in danger of closure. The operation cost \$2.2M annually and the county is seeking to make saving of £14M so the helicopter is a big ticket item.



© SCSO

The two firemen were trapped in the midst of the Woodward Fire but the crew of the Bell 407 moved in and pulled them out to safety. The unit has been saving lives for more than 50 years, the Sonoma County Sheriff's helicopter operation has been a lifeline for the county using a succession of mainly Bell helicopters.

The Sheriff's Office hopes that funding for the life-saving helicopter can be found as the county faces budget shortages compounded by the fiscal challenges presented by the coronavirus pandemic. "My hope is that our community will really see the value of the helicopter. It is a costly program, yes, but it absolutely saves lives every day," said Sheriff Essick. [CBS San Francisco]

UTAH: The Utah Department of Public Safety Aero Bureau's flight numbers are increasing, with most calls coming from sheriff's department search and rescues. Despite the increase, the state legislature budget has roughly remained the same over the past five years.

Utah's geography--its mountains, deserts, slot canyons--is its calling card. However, it complicates the state's response to major public safety incidents, such as search and rescues, police chases, and major automobile accidents. To improve access, the unit operates on two helicopters.

Through public records requests, the Salt Lake City based CBS affiliated television provider KUTV requested flight records from 2014 to 2019 and set this alongside the Aero Bureau's budget report from 2014 to May 2020.

They found that despite the increase in flight calls, the state legislature has not increased the Aero Bureau's budget in the period. The department is asking for an additional full-time pilot and to replace a now-grounded 1994 helicopter. [KUTV]



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AIR AMBULANCE

RUSSIA

SIBERIA: PAN does not normally cover day-to-day operations of air ambulances but, as with the case of the UK Novichok poisonings in Salisbury UK, there are instances that are out of the ordinary worthy of at least a mention – if only because they may turn into a saga.

Russian opposition leader, and critic of the current regime in Russia, Alexey Navalny, aged 44, fell gravely ill while travelling and it was proposed that the sickness was a poisoning. He became sick on a flight from the Siberian city of Tomsk to Moscow. The plane later made an urgent landing in Omsk, and Navalny ended up in a hospital in a coma. Supporters of the sick man apparently moved heaven and earth to get him out of Omsk to a place of safety outside Russia.



To that end a German air ambulance was sent to collect the stricken man in an EpiShuttle pod and take him to Germany in the face of local doctors who were saying that his condition is still too unstable for him to travel. Navalny's allies, including the Cinema for Peace Foundation, have accused authorities of trying to thwart his medical evacuation, a decision they say placed his life in mortal danger. On arrival in the Charite Berlin Hospital he was described as being in a stable condition.

The Siberian hospital treating Navalny has rejected claims the Russian opposition leader had been poisoned. They stated that no poisons were found in Navalny's blood or urine. The German hospital has already stated that they have confirmed poisoning and have been in touch with officials in the UK for advice on treatment.

POLICE AVIATION

NEWS

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UNITED ARAB EMIRATES

ABU DHABI: The Abu Dhabi Police [ADP], has acquired a Norwegian EpiShuttle medical transportation system pod for its air ambulance operations.

The ADP said the service is the first of its kind in the region and the country and is a part of the precautionary measures taken by the UAE to combat the COVID-19 pandemic. The equipment can be used in the future for all types of infectious diseases in the future. [ADP]



UNITED KINGDOM

NATIONAL: The 2020 Charity Times Awards, to be announced on September 3, are on-line this year and just one UK airborne Emergency Services organisations found themselves on the shortlist. The Kent, Surrey, Sussex Air Ambulance are one of a handful of charities vying for Charity of the Year: (with an income of more than £10M)

This will be the 21st annual Charity Times Awards celebrating best practice in the UK charity and not-for-profit sector. The objectives of the awards have remained consistent since their inception: To honour the outstanding professionals in the many and varied fields of charity management; To recognise, celebrate, and promote best practice; To support continuing professional development; Contribute towards raising the standards of charity management; To promote and raise the profile of the charity sector; To provide recognition for those who are providing effective support to the sector.

To comply with government guidelines on social gatherings, this year's awards will be presented online.



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The event is FREE for all members of the Charity Times Leadership Network. (prices start at £99). For full details [click here](#).

Ed: There are 23 categories of award and each has attracted six or more nominations (which I guess must mean potentially every signed up reader organisation from Migrant Leaders to Guide Dogs.

Confusingly, I only became aware of these awards when learning that Jane Gurney, chief executive of Essex & Herts Air Ambulance (EHAAT), has been shortlisted in the category 'Charity Leader of the Year' in the Charity Times Awards 2020. According to the posted list there is no such category.

GREAT NORTH: Early in August the charity closed its air operations base at the Teesside Airport and moved into the facilities at the Eaglescliffe HQ (Progress House).

The newer AS365N3 Dauphin airframe, G-NHAD/c/n 6979, The Guardian of the North II, has now joined the fleet. The 2015 airframe only has 300 hours flight time. [Twitter]

Ed: On the day the operation moved David Thompson [A-B] noted that the new operation at Progress House at Urray Nook is still within the Teesside CTR/ATZ and will require air traffic permission for the HEMS Dauphin to lift. For their new start they unveiled their new Dauphin II G-NHAD with NHAC finishing the last Teesside shift the previous evening. He has supplied photos of NHAC outside of the old Hangar 3 base on the airfield. After completing their flights NHAC flew down to its maintenance contractor Multiflight at Leeds Bradford Airport. Another of the fleet NHAB is based at Langwathby near Penrith, the GNAA Cumbrian HQ.



The New © GNAA



Out with the old –Teesside © David Thompson A-B

MIDLANDS AIR AMBULANCE: The charity, which covers six counties and provides critical pre-hospital emergency care through specially trained medics, has drawn up plans for its first dedicated headquarters on a site in Cosford.

The project is currently at the pre-application stage with Shropshire Council but the charity has started consultations with local people set for early October. Under the proposals a new headquarters would be built on land off Neachley Lane in Cosford, and would be a base for two helicopters. This is close to the current base but slightly further north. Neachley Lane is a National Cycle Way and has seen some recent housing redevelopment.

The plans include significant medical training facilities, additionally it is also considering if it can extend its hours of operation, which are currently 7am to 8pm.

Although the organisation is not in a position to put a cost on the project at this stage, a number of other air ambulance charities across the country have worked on similar plans with costs ranging between £7M and £15M.

At Cosford the charity currently operates from an airside location on the north side of the RAF Cosford air-
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field using a now elderly hangar to house the aircraft and a temporary office and training building built close by. The size of the latter precludes operating the style of operation the charity is talking of aspiring to. There is little scope to host educational visits and sessions. It is hoped to build the new facilities within two years.

The proposals for the new headquarters will be considered by Shropshire Council, meanwhile the charity is working with Cosford residents to ensure their support of the plans. The closeness of the new venue to the old should mean that the noise nuisance currently accepted by the people of Cosford should change very little. It may be that the requested change of operational hours will be the greater sticking point.

WALES: The long-term CEO of Wales Ambulance, Angela Hughes [right], announced her retirement some time ago and has now left the organisation.

Wales Air Ambulance is now seeking a new CEO to lead the Charity on its journey of continuous improvement. The role will focus on developing the workforce, delivering on the Charity's strategic ambitions, making sure that the strategy is embedded culturally, building on our successes, and for ensuring that the Charity fulfils its statutory and contractual responsibilities and delivers effective outcomes for the people of Wales.

Any new incumbent will have a hard act to follow. Angela Hughes was awarded an OBE in the Queen's New Years Honours List early this year. She was the first WAA employee appointed by the Board of Trustees in 2002 and it was her responsibility to establish WAA as an all-Wales charity. Angela's first target was to raise £1M for the Charity's five-day, one-helicopter service based in Swansea, with just her car and phone.



From this initial fundraising target, WAA now raises the £6.5M needed every year to maintain the current four helicopter operation. WAA has surpassed 30,000 missions since the first helicopter took to the sky and Angela led a Charity that has raised over £100M in a country with a population of just three million.

UNITED STATES

ARKANSAS/MISSOURI: The MD902 might not have returned to production in the USA but the would be manufacturer MD Helicopters, Inc. (MDHI) is taking in work on the type. MDHI's Factory Service Center recently completed a 5,000-hour airframe overhaul, multiple inspections, repairs, and modifications on an MD 902 Explorer for Missouri-based CoxHealth. In partnership with Air Methods Corporation, CoxHealth operates Cox Air Care with two MD 902 Explorers. Cox Air Care provides vital helicopter air ambulance (HAA) service throughout southwest Missouri and parts of northwest Arkansas from its bases at Cox South in Springfield and Citizens Memorial Healthcare in Bolivar, Missouri.

The MDHI team performed a significant amount of work on the aircraft in addition to an overhaul, including inspections, a nose-mounted SX-5 Night Sun installation, roof rib bracket upgrade, and thruster modification.

WASHINGTON: Air Methods, a leading air medical service in the U.S., and the University of Washington (UW) School of Medicine, announced that they have renewed their long-standing relationship with Airlift Northwest the emergency air medical service in the Pacific Northwest. Air Methods and UW Medicine have been collaborating to serve communities in the region since 2015. The new agreement guarantees a continued relationship for the next five years.

Airlift Northwest, a not-for-profit entity of UW Medicine, is dedicated to providing safe, efficient air medical care to critically ill and injured infants, children, and adults. Its aircraft are strategically located at eight bases throughout the Pacific Northwest and Southeast Alaska for rapid deployment and enable rapid deployment of emergency aircraft throughout the state – from the coastal villages in western Washington to rural communities in Eastern Washington. Airlift Northwest flies out of bases in Arlington, Bellingham, Bremerton, Olympia, and East Wenatchee.

Air Methods provides Airlift Northwest’s rotary wing services, which include helicopter aircraft, pilots, and mechanics. Across the United States, it operates a fleet of more than 400 helicopters and fixed-wing aircraft servicing 48 states while transporting more than 70,000 patients every year.

WEST VIRGINIA: HealthNet Aeromedical Services, a state-wide hospital-based operation headquartered in Charleston, West Virginia, is adding an IFR-equipped Airbus EC145e to their fleet. The aircraft entered service last month in support of Charleston Area Medical Center. This is the eleventh HealthNet interior completed by Metro Aviation.



© Metro Aviation

Metro completed the aircraft at its Shreveport, Louisiana headquarters, equipping the EC145e with a Metro Aviation medical interior. The aircraft is also equipped with the



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Ahead of the first aircraft entering service, HealthNet has signed an agreement to purchase a second EC145e, to be delivered in 2021. That aircraft will replace the current EC145 serving their Morgantown, West Virginia base which supports WVU Medicine. The aircraft's improved capabilities will greatly enhance the hospital's ability to transport ECMO, pediatric, and other specialty patients.

The EC145e join a current Airbus-exclusive fleet, consisting of two EC145s, five EC135s, and four EC130s.

Ed: Metro Aviation is majoring in marketing special versions of the tail rotor equipped EC145 which itself is similar to the UH-72A Lakota sold to the US military and manufactured in the USA. Meanwhile Airbus Helicopters is now pushing the Fenestron equipped H145 model to the US military as a successor model to tail rotor design. If this is accepted it will be the UH-72B.

FIRE EUROPE

EVENTS: Forest fires are no longer private issue of southern Europe. Climate change and the increasing awareness of the general public about the economic and social value of nature have brought forest fires to headlines in all the continent. In 2019, forest fires caused the burning of an area of 174.924 hectares in Europe, and the number of fires that were mapped by EU authorities was 1197. To this end European Rotors, the new show for rotorcraft and VTOL set for November 10-12th this year in Cologne, is featuring a dedicated panel discussion and training.

UNITED STATES

The fire season started earlier than usual again this year and has already shown signs of being hotter and fiercer than those that went before.

On August 19 the Los Angeles Times was reporting that in a period of just 72 hours California had been hit by 10,849 lightning strikes and that there were 367 fires causing thousands to flee their homes and businesses some of which had already burned. Already the firefighting resources were at full stretch.

CALIFORNIA: On August 7 the Los Angeles County Fire Department announced that it has put two new Firehawk helicopters in service in time for wildfire season.

The Sikorsky S-70i Firehawk, 21 and 22, are now in service, and CL-415 SuperScoopers will also be added to the department's fleet in September. The amphibious aircrafts will begin their 90-day contract in September after coming from Canada.

GEORGIA: Early in August Wysong Enterprises announced the completion of work on an Eagle Copter 407 HP N46HX from a VIP transport aircraft to a firefighting aircraft for Helicopter Express based in Georgia.

The Eagle 407HP conversion replaces the Rolls Royce C47 turbine engine in the standard Bell 407 with a next-generation Honeywell HTS900, substantially improving performance for high-altitude and hot ambient temperature environments. The 407HP is certified in Canada, USA, Mexico, Chile, Indonesia, Australia, China, and Papua New Guinea.



Wysong state that the versatility of the type meant it was easy to convert the aircraft from transportation to a firefighting aircraft. The power, payload, and range make this a good match for this type of mission thanks to coordination with both Eagle and Helicopter Express on the completion.

Wysong installed new equipment from Dallas Avionics including two Technisonic Industries TDFM 136B radios, Jupiter Avionics JA-94 audio controller, radio adapter, and interface. An ELT, Blue Sky Hawkeye, and provision were also included in the conversion. Special equipment installed specifically for firefighting included a Forestry Service GPS Port, water bucket and Heli-Torch Relay. A new LED position light conversion and various Garmin installations with provisions including GTS800 Traffic System, Garmin GTX 345 with ADS-B; GRA55 radar altimeter; GI205; and Garmin USB chargers were added. Other safety features included an AAI wire strike, AAI locking fuel cap, various and AAI protector kits.

The interior was upgraded with new leather seating, iPad Mount, rewebbing the seat belts, and relocating instruments to accommodate new mission layout. Wysong has worked on three aircraft for Eagle Copters.

Helicopter Express is known for special missions, including heavy lifting, utility, and construction, disaster relief, aerial cinematography, charters, and firefighting. Wysong has worked on 21 aircraft for Helicopter Express over a period in excess of 20 years.

SEARCH & RESCUE

MEDITERRANNEAN: The authorities in Italy and Malta have long since tired of rescuing those that dare make the journey from the northern coasts of Africa to make a landfall in Lampedusa and Malta. There has been a disconcerting quietness from the region. They have not stopped attempting the crossing to the European land of milk and honey, they are simply not being talked about.

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In recent days the authorities have been called out by such as the street artist Banksy and his barely fit for purpose ex-French motor launch “Louise Michelle”, registered in Berlin [nice touch that]. The said vessel, complete with pink highlights was quietly launched on 18 August and news of the mission was only released following its first rescue. That rescue turned into an SOS as it was decided that the 209 people on her upper works made her likely capsize. In which case the master of the vessel was endangering the lives of his passengers. Fortunately they were transferred to another vessel but getting them to safety ashore remains a difficulty for the rescuers. *Perhaps Banksy should stick to wall painting.*



It remains a killer route for those trying to enter Europe. Some 45 people - including five children - died when the engine on their boat exploded off Libya, just a sample of the deaths in the region this year.

More than 7,600 migrants have been discovered at sea and returned to Libya so far this year, according to figures from the International Organisation for Migration. But still they come, mostly getting away from countries that are failing them.

UNITED KINGDOM

BORDER FORCE: It has seemed odd that the UK Border Force was having so much difficulty in turning around the growing number of migrants making their way from mainland Europe to England. In the first week of August a clue as to why was published in the media [Daily Telegraph].

The union representing staff with the UK Border Force has stated that Royal Navy will have to be deployed to return Channel migrants caught at sea to France because it is too difficult and dangerous for Border Force cutters alone. The Border Force have undertaken trials with the RN on means to stop and return the boats to France before they complete the journey.

Now, having gone through the motions of a cooperative training exercise, the union states that migrants could resort to violence when they find out they are being returned – an outcome that is very different to the friendly trials between colleagues. Some migrant boats carry up to 40 people and could easily overwhelm a Border Force cutters crew (recently reduced by social distancing rules).

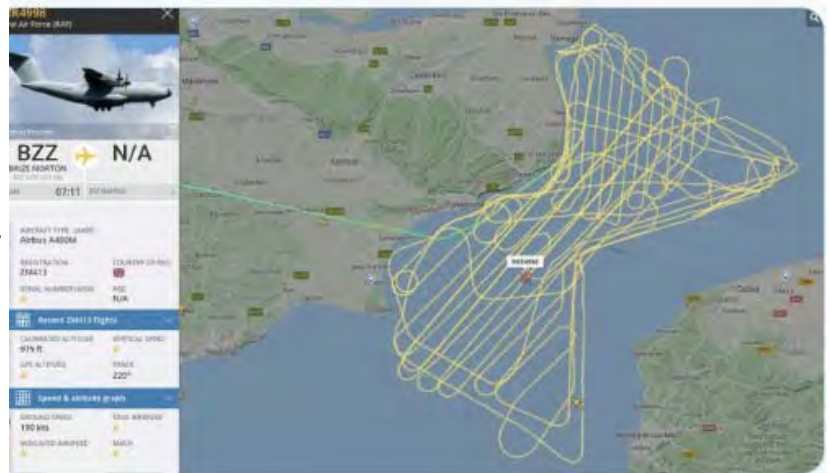
In France they are now claiming that maritime law means they can only rescue, not intercept migrants.

The story rarely left the news media all month. There were stories of a constantly rising numbers successfully arriving on the beaches and some bizarre responses to the provision of air patrols over the shipping lanes. Another death was also reported but it is unclear whether true current total is a handful or more.

Ed: its is difficult to extract the bare facts and comment on this subject. Who knows where the truth lies?

We now have a government that is making promises based on the information being streamed from the practitioners and sadly then finding that the information they are being given is flawed.

Not so long ago a modest Britten-Norman BN-2 was on contract to patrol the English Channel but that was let go. Now, having few small aircraft resources has led to the authorities calling up the RAF for assistance. They helped out but were clearly struggling to find something suitable at short notice. This led to the successive employment of an Airbus A-400M military freighter, a Boeing P-8A Poseidon MRA1 maritime patrol aircraft despatched from the north of Scotland and a Beechcraft Shadow R1 recce aircraft from RAF Waddington. At least the Shadow is a sensible size [it is based on a King Air]. Flights were also reported by the Tekever UAV.



The No. 70 Squadron A400 was reportedly on station at low level [350-450 feet] for eight hours. The type is not equipped with a recce suite so observations were reportedly being undertaken through the rear cargo doors.

More farce, leading to suggestions from the private sector that perhaps volunteer aviators in smaller aircraft might be more suitable. Laughably the Border Force HQ referred the caller to a section of their website where volunteers can provide 'tea and sympathy' to the bereaved. Clearly they have never heard of the type of volunteer that so ably run the lifeboat service and mountain rescue.

All this has taken a while to come to the fore. Last month everyone was saying the French were stopping them and turning them back (but clearly not all of them) and now it appears the rules say they cannot turn them back so perhaps they never were.

Over in England, where the Border Force vessel HMC Seeker has been consistently but hopefully unintentionally 'flying' the Union Flag 'upside down', a sign of surrender, on the starboard side of the bridge it appears that they think the RN will be needed to help them do their job.

I always assumed that the Border Force was a form of sea police but clearly I am mistaken. If the Border Force can't use force to enforce immigration regulations then what can they do other than duplicate the rescue activity of the all-volunteer RNLI lifeboat service? Perhaps the Border Force should therefore give their vessels up to the RN. At least they may get the flag the right way up.

If, as it seems, that the Union representing Border Farce members will pressure for a disconnect with the 'invaders' in rubber boats perhaps the staff currently employed will transfer to less onerous duties. Meanwhile there is an apparent disconnect with issued statements and reality.

"Crew members are all highly trained for their maritime enforcement role. Additionally, they share responsibility for catering, cleaning, cooking and other domestic routines." That statement simply suggests they may as well give up their ships and at sea allowances and just clean up the mess made by someone else.

For all sides there is a media war and at times the professionals are clearly being wrong footed. The death of a 16-years old Sudanese boy found drowned on a French beach touched all the right places as did news that he was making a journey on a wholly unsuitable inflatable craft. By the time it became clear that the deceased was a 28 year old male accompanied by a 16 year old child who had survived the damage had been done. The five reported/verified drownings may pale in the face of those dying in the Mediterranean 'theatre.'

A degradation in the weather created a significant slow down in migrants crossing the English Channel, but before that happened a surge of migrants arriving in the UK had taken place as the month drew to a close. Figures for August 2020 are in the region of 1,525 and, for 2020 as a whole, it's some 5,080. Some are predicting a total for 2020 three times the total for 2019 which was 1,892. The total for 2018 was 539! Certainly an embarrassment for the government but not a surprising development when the comments from the practitioners – the Border Force – are clearly hands off on the task. Perhaps they believe that being in Government means that the Prime Minister will turn up to do a shift one day?



COASTGUARD: Trials with two Schiebel CAMCOPTER® S-100 unmanned aircraft with Bristow/HM Coastguard commenced last month. The initial deployment was as a safety overwatch in support of search and rescue missions for HM Coastguard.

The unmanned aircraft were supporting search and rescue response in north Wales both in maritime and in the mountains. The operational trial will potentially have the benefits of showing operations staff for HM Coastguard live situations and incidents to provide the best response.

Operated by Bristow, provider of the HM Coastguard Search and Rescue Helicopter Service, the unmanned aerial vehicles were based from Caernarfon in Wales to provide supporting safety patrols across beaches from Conwy Bay to Llandudno and across Snowdonia, initially, operating only at weekends for HM Coastguard with Bristow carrying on its routine testing during the week.

The S-100 programme was designed to complement work being carried out by the Maritime and Coastguard Agency to develop regulations under which UAVs can operate as SAR aircraft. Unmanned aircraft are expected to play a key role when UKSAR2G, the second-generation of search and rescue service due to begin operations in 2024.

The HM Coastguard Search and Rescue helicopter crew at Lydd, Kent have marked a major milestone after completing their 1,000th tasking since beginning lifesaving operations in 2015.

Captain Andy Pilliner, co-pilot Stijn Roovers and winch paramedic Shawn Clark undertook the 1,000th tasking, when the Children's Acute Transport Service called for support just after midnight on Friday, July 24.

The Lydd crew flew to London to urgently airlift medical staff from Regent's Park Healthcare to Queen Elizabeth Hospital in Norfolk, where an infant required specialist care. The helicopter crew then transferred the medical team and child back to central London, where the infant was safely taken to Great Ormond Street Hospital for further treatment.

The milestone came as HM Coastguard's UK Search and Rescue helicopter service, operated by Bristow Helicopters, celebrated its fifth anniversary. Bristow was awarded the 10-year contract by the Department for Transport in March 2013.

INDUSTRY

Leonardo Helicopters is reported to have slowed the service-entry schedule for its recently acquired Kopter SH09 light-single and is also likely to build the rotorcraft at an existing production plant in the north of Italy rather than Switzerland as previously planned. [Flight International]

Robinson delivered R66 Turbine serial number 1000 to Robinson dealer Les Gillespie of Gardner Aviation (Peachtree City, Georgia) at the end of July.

FAA-certified in October 2010, the first production R66 was delivered the following month. Powered by the Rolls Royce RR300 turbine engine, the R66 recently surpassed 1.2 million flight hours without a single reported in-flight engine failure. This accomplishment demonstrates a level of reliability that exceeds EASA's stringent requirements for single-engine helicopters. The R66 has also risen to the challenges of flying to the North Pole and circumnavigating the globe multiple times.

Today's R66 is offered with many options including a cargo hook, lithium-ion battery, fuel flow system, auxiliary fuel tanks, impact resistance windshields, state-of-the-art touchscreen avionics, and a SAS/autopilot. The aircraft is also available in police, news, and float configurations.

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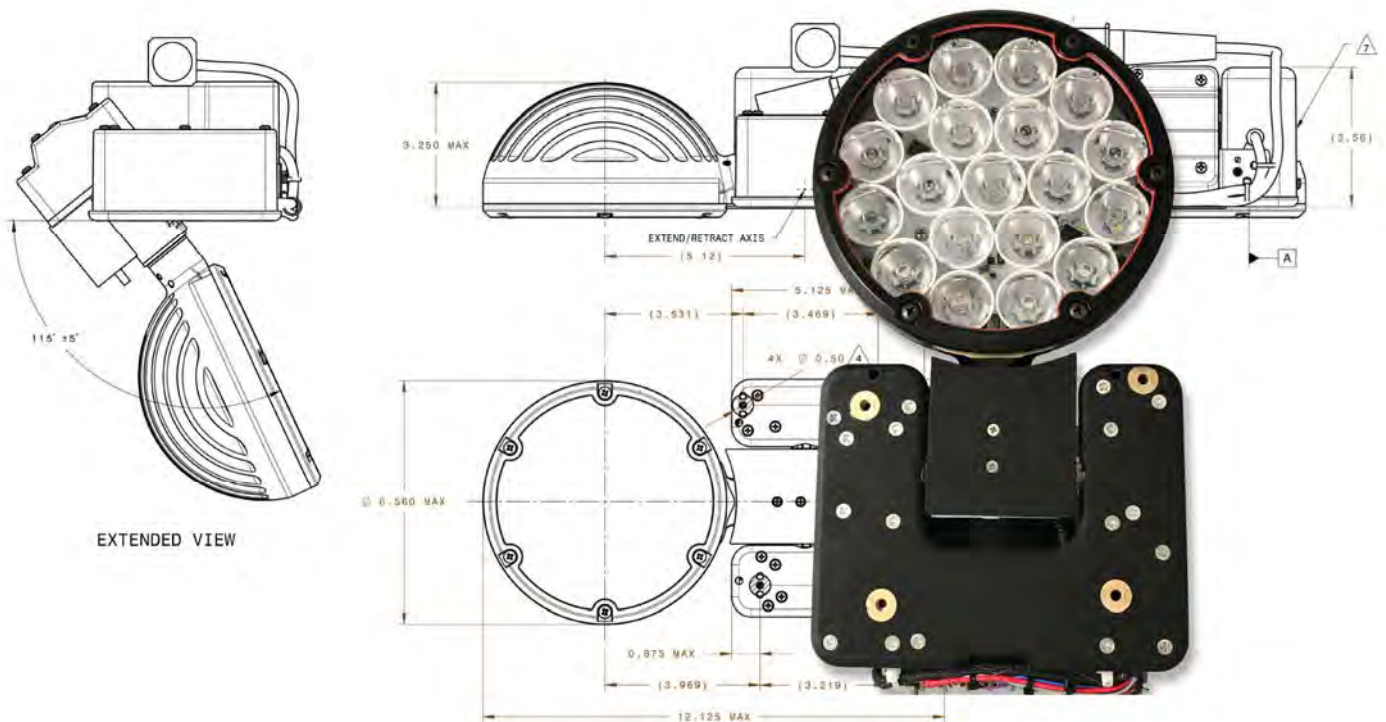
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supporting material.

With HAI HELI-EXPO 2021 in New Orleans scheduled for March 22–25, the deadline to submit Salute to Excellence Awards nominations is Friday, October 30, 2020.

Meanwhile the various stages that lead to the holding of Heli-Expo are being announced. You are now able to book hotel rooms. In mid-August Heli-Expo 2021 partnered with onPeak, the official hotel provider, to offer an easy booking experience and exclusive room discounts at the best hotels in New Orleans. Prices range from \$179 to \$279 a night. OnPeak offers flexible change and cancellation policies.

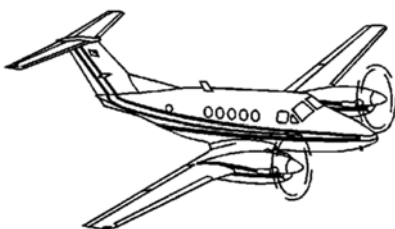
Luminator Aerospace based in Plano, Texas has achieved a STC for the LED searchlight for AW139 helicopters, preplacing the previous generation searchlights from Luminator and SirioPanel. This is a major milestone in the development of the LED searchlight.



Luminator has launched a range of modern LED single and dual mode searchlights as direct drop-in replacements for those bulb or halogen lights already commonly fitted.

The LoneStar™ has superior LED light output to traditional bulbs, which projects a beam twice as far as previously experienced by operators.

An added benefit of the multi LED head array and its inherent redundancy is that the searchlight can also be used as a compliant steerable landing light. The hermetically sealed LoneStar™ actuator base utilizes state of the art components including brushless motors and non-contacting position technology to achieve a step change in reliability compared with previous designs. www.luminatoraerospace.com/aerospace/



The venerable and venerated **King Air turboprop** is getting a mild but noticeable makeover with the 360 and 360ER versions announced last month. Key features include new auto throttles and digital pressurisation management in addition to a heavily revised interior. Updates to the pressurisation include a higher differential pressure limit to provide a 10% decrease in cabin altitude at most common cruise altitudes.

Airbus and **Embraer** Executive Jets have each separately unveiled their own air ambulance conversion kits, enabling operators to transform passenger aircraft to carry COVID-19 patients in intensive care.

A multi-functional team comprising Airbus Commercial Aircraft, Airbus Defence and Space and Airbus Helicopters proposed the Airbus medical evacuation (medevac) solution, which is based on the A330/A340 platform.

The French DGS (Direction Générale de la Santé) actively supported the airframer by providing all the medical specifications associated with COVID-19 patients in intensive care and low care. The work took six weeks.

Embraer announced the Phenom 300MED, a unique Medevac solution for Phenom 300 series aircraft, which is also available for retrofit, through a partnership with umlaut and Aerolite. Embraer and umlaut are jointly developing and certifying a new supplemental type certificate (STC) utilizing Aerolite equipment. The Phenom 300MED, which is now available for customer configuration, is representative of Embraer's modern and versatile product portfolio and the company's intent to deliver the ultimate experience in business aviation, now including the Medevac segment. Designed as an ideal solution for both civil and government applications, the Medevac solution will be installed exclusively by Embraer's award-winning Services & Support organization, ensuring the highest quality, reliability, and service experience, direct from the manufacturer. Embraer and umlaut are developing a comprehensive set of configuration alternatives for the Phenom 300MED, which will feature either one or two stretchers, as well as the ability to carry an incubator and additional medical equipment. The aircraft will also feature hospital-grade trim and finishing.



Churchill Navigation, a leader in real-time augmented reality mapping and video systems used globally, and SHOTOVER Camera Systems, a manufacturer of a wide range of world-renowned gyro-stabilized camera systems for shooting aerial footage, announced today the companies have merged to form SHOTOVER Systems Ltd.

With an already long-standing record of collaboration, both companies are proud to be able to join together and use their complementary research and development capabilities to bring the most advanced hardware and software products to market.

Shotover Systems will continue to operate from the companies headquarter locations in Boulder, Colorado and Queenstown, New Zealand, as well as maintain its Service Center locations in Los Angeles, CA and Maintal, Germany. The company remains committed to supporting its current product line and industries, and is focused on extensive new product development as well as providing enhanced augmented reality offerings for existing products.

Churchill Navigation founder and CEO, Tom Churchill, will lead the company as CEO, while current Shotover Camera Systems CEO, Brad Hurdell, will remain with the firm as General Manager.

Nova Systems Europe are currently seeking a Lead Flight Test Engineer and a Rotary Wing Experimental Test Pilot in central Italy. Details available via <https://lnkd.in/ewvxa3D> or from UKHR@novasystems.com



In recent weeks **Leonardo** have brought to market the AW109S Trekker with skids, the AW139 gross weight increase, the AW189K with its Safran Aneto-1K engine. The latest innovation is the skid equipped AW169. Prototype AC4, has been noted with both skids and unusual inward-curving stabiliser end-plates, which look to be an unpainted composite structure.

The outboard sponsons which previously held the wheels when they were retracted have been removed. The weight saving – and thus payload increase – of moving from wheels to skids could be as much as 100kg.

The reasons for exploring this option could be many. The AW169 sits in the middle between the larger twin helicopters, which all have wheels, and smaller twins, which mostly have just skids. Without skids, the market for the AW169 may be restricted and the new model may be aimed at industry segments where competitor aircraft are winning more orders, particularly the Airbus H145.

The Bell 429, with a gross weight of nearly 30% less than an AW169, is the only model currently available on the market to offer both skid and wheel options – the latter has not shown itself to be a particular success story. Data suggests that less than 8% of 429s have been built with this option since the model was first certified in January 2014. [Helihub/Parapex-Media]

Van Horn Aviation (VHA) has received Federal Aviation Administration (FAA) Supplemental Type Certification / Parts Manufacturer Approval (STC/PMA) on its updated composite main rotor blades for the Bell 206B JetRanger helicopter.

The VHA 206B Version 2 main rotor blades contain different carbon fibre ply counts and orientations than the original VHA 206B main rotor blades. This “softens” the blades to mimic the ride and feel of metal blades while maintaining the increased performance of composite blades.

“We’ve been flying these blades on our JetRanger for several months now, completing certification flights, photo shoots, and long multi-state cross-countries,” said VHA CEO James Van Horn. “The ride is about as smooth as a JetRanger can get, and yet you can feel the increased responsiveness. With the new Version 2 blades, the JetRanger handles like a sports car.”



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The VHA 206B Version 2 main rotor blades feature corrosion resistant carbon fibre skin and spars, an efficient NASA-designed laminar-flow airfoil, tapered tip, and stainless steel/nickel abrasion strips along the entire length of the leading edge. Available directly from the company and its distributors, the VHA 206B Version 2 main rotor blades (part number 20635000-501) can replace OEM metal main rotor blades part numbers 206-010-200-133 and up. List price is \$60,000 per blade, with a service life of 10,000 hours (double the metal blade) and no overhauls required.

Based in Tempe, Ariz., Van Horn Aviation specializes in the design, certification and manufacturing of aftermarket composite rotor blades for various rotorcraft. Current STC/PMA products include main rotor blades for the 206B JetRanger and 206L LongRanger, and tail rotor blades for the 206B/L/OH-58 and various models of UH-1. For more information visit www.vanhornaviation.com.

GVH Aerospace's Sea Tray product has been selected by Heli-Union for the French Navy's interim naval helicopter program. The French Navy will lease 12 AS365 Dauphin helicopters to bridge the period between the withdrawal from service of the Alouette III helicopter and the arrival of the H160M Guépard helicopter.

The **GVH Aerospace** Sea Tray is a highly customisable and padded water proof barrier designed to contain and drain water from the aircraft cabin during over-water hoisting operations.

The product is used around the world for search and rescue operations and military use with clients including the Korean Coast Guard for the KCG-1, the Australian Defence Force's for its fleet of H135 helicopters, and is operating with a Scandinavian military operator.

Its flexible design enables it to be installed and removed in flight and packed away for storage onboard, or be installed prior to flight and fitted around cabin equipment and seats. The sea tray is installed and removed in minutes without the need for tools and can be adapted to different helicopter cabin configurations and operator requirements.

Designed to withstand the rigours of search and rescue operations and military use, the GVH Aerospace sea tray is currently being used on helicopter types including Leonardo AW139, AS332/H225 Super Puma, S-92, and S-76. <http://www.gvhaerospace.com/>



© GVH Web image

DART Aerospace has been chosen by EASA to conduct vital safety research for new helicopter float system designs. The European Commission delegated €1,475,000 from its Horizon 2020 funds for DART Aerospace to research potential float designs mounted higher on the helicopter than the current skid and lower fuselage float designs used around the world.

The primary objective of the project is to increase offshore helicopter safety by identifying if technical and



© Dart Aerospace

economically feasible solutions are possible to reduce instances of aircraft capsizing, which can flood the cabin and lead to fatalities. EASA will use the results of the research to inform potential future regulation. The three-year project will include research into four areas: configuration and location of the system, deployment methods, heat resistance as related to location near engines and exhaust systems, and aerodynamic impacts. DART will work closely with OEMs throughout the process, including OEM engineers on design and execution concepts.

British engineer Jason Hill has been flying helicopters for nearly 20 years, and has more recently been developing a five-seat three-blade turbine helicopter that is aiming to disrupt the helicopter industry. The HX50 helicopter will be produced in the UK by **Hill Helicopters**.

The five seat single-turbine has its first flight scheduled for 2022, with deliveries from 2023.

The standard package will include leather interior, foam-filled bladder fuel tank, key-less entry, removable duals, covers, Bose Bluetooth headsets, start/stop button linked to the dual FADEC, 2-axis autopilot, blade fold, hydraulic controls, air conditioning, USB ports, flight data recorder, rotor brake, belly hard points, adjustable pedals, 4-point harnesses, and retractable undercarriage. Options include a 4-axis autopilot, and a "Heli-Move Kit" whereby the wheels are powered so you can use an app on your phone to control the helicopter on its own wheels into the hangar.



© Hill HX50

The airframe will be fully composite, meeting the latest international crashworthiness requirements and featuring an integrated high-authority shrouded tail rotor. The main rotor is of three-bladed, high-inertia and hingeless design, with composite blades employing modern evolving profile planform and three-dimensional tips delivering very high performance and reduced noise. The entire main rotor head is contained within a low-drag aerodynamic fairing that optimises the aircraft for efficient high-speed cruise. The HX50 will use a 500 shp turbine with ample power to deliver the high cruise speed of 140 knots. Gross weight will be 3630lb (1650kg), Empty weight 1870lb (850kg) and thus payload of 1760lb (800kg). Cruise speed will be high at 140 knots and maximum endurance of 5 hours, plenty enough until the pilot needs a comfort break. www.HillHelicopters.com [Jeremy Parkin – HeliHub.com]



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Leonardo is strengthening the level of support and maintenance services offered to its customer base in South Africa with a new service centre following the recent acquisition of Precision Aviation Services (Pty) Ltd. This is located at Wonderboom Airport – Pretoria and comprises 2275 m² of floor space, 450 m² of workshop and store, and an equivalent amount of office space.

The site had been operating as an Authorized Service Centre for Leonardo's helicopters in the country over the last 25 years and is the first Leonardo Excellent Service Centre in the Continent.

Adams Aviation has placed an initial stocking order for the Titan Digital Audio Management System and will engage their marketing and distribution network in Europe to represent the new airborne audio line to OEM's and aircraft integrators, and at various industry trade events.

Titan is a suite of audio controllers and audio management units designed for light-to-medium rotary and fixed-wing aircraft. With capabilities such as Spatially-Separated Audio, Relay & Simulcast, and Bluetooth Interface, Titan will enable agencies like Police, Fire, and Helicopter Emergency Medical Services (HEMS) to perform tactical missions using smaller aircraft, while enjoying the robust audio capabilities typically found in larger aircraft. Titan also delivers features specifically designed for the light business jet and turboprop markets, such as Clearance Recorder, High-Fidelity Music, and Stereo Headset Support.

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ACCIDENTS AND INCIDENTS

20 June 2020 Leonardo AW139 VH-EGK Queensland Government. A crew member was dragged through trees on a winch after a rescue mission to retrieve someone injured in a horse accident went wrong at night in Caboolture, Moreton Bay, Queensland. The prime cause was after the helicopter main rotor struck trees leading to the pilot rapidly climbing. The dangling crew member began to spin before eventually being hauled back into the helicopter. The flight was conducted at night with the aircrew using the helicopter's night vision imaging system, including night-vision goggles. The rotor strike occurred when the rescue crew officer was being winched on board the helicopter from a confined area, after the patient, in a stretcher, and the flight paramedic had already been successfully winched back together into the helicopter. The AW139 returned to its Archerfield base, where a 'running landing' was completed and the patient was transferred to a road ambulance. The tip cap of one of the five MRBs sustained significant damage and sustained a small skin puncture about one metre from the blade tip. Two other blades showed evidence of damage to the abrasion strip on the outermost edge of the tip cap. [ATSB]

30 July 2020 Air Tractor AT-802A N1558W and N8510M. Fire Fighting aircraft. M&M Air Services and Sarita Aerial Contractors Inc respectively. The aircraft experienced a mid-air collision while engaged in fire-fighting operations on the Bishop Fire in SE Nevada, 14 mi SSW of Caliente. Both aircraft were destroyed. Both pilots were killed. The fire was on land managed by the Bureau of Land Management. The two privately owned aircraft were under contract to the agency.

30 July 2020 Sikorsky S-70A Firehawk N160LA. Los Angeles County Fire Department. Suffered a rotor strike while on a training mission. Video posted on social media recorded the event. As Helicopter 16 (N160LA) appeared to be settling down to a landing, a main rotor blade struck a large rock. In the video the strike is heard and the signature of the MRB changes. After the strike it lifted and flew off a considerable distance while clearly exhibiting noise from a damaged MRB. It was later seen in a field undergoing an inspection of one of the main rotor blades. [SM]

31 July 2020 Helibras AS350B3 CC-DAM Publicitaria Publi G SPA, Chile. The helicopter crash-landed inside Roberto del Río Hospital grounds in a parking lot. The pilot was injured. The airframe was upright with vertical impact damage to skids, tail boom and MRB.





© SLCMAS

6 August 2020 MD OH-6A N911EP St. Louis County Police Department, Missouri. Whilst undertaking a training flight at the Spirit of St. Louis Airport at 18270 Edison Avenue in Chesterfield there was MRB strike with the tail boom and that became detached. The two police officers aboard were uninjured and able to successfully land the helicopter upright without additional damage. [Media/SLCPD]

8 August 2020 A Canadair CL-215-1A10 EC-HET. Firefighting airplane, was destroyed when it impacted hilly terrain during a firefighting operation Parque Nacional da Peneda-Gerês area on the Portuguese/Spanish border. The accident occurred 1-2 km inside Spanish territory. The Portuguese pilot died in the crash, the Spanish co-pilot sustained serious injuries.

19 August 2020 Bell UH-1H N711GH. Fire fighting helicopter owned and operated by Guardian Helicopters Inc. on a call when needed contract was destroyed. It was operating in the San Francisco Bay area when it crashed killing the pilot, Michael John Fournier, 52. The helicopter was fighting the Hills Fire about 9 miles (14km) south of Coalinga in Fresno County and came down near New Coalinga Municipal Airport and burned. It started a new wildfire in steep, rugged and difficult to access terrain.

24 August 2020 Kaman K-1200 K-Max N314. Water bombing under contract to the U.S. Forest Service. The pilot of a helicopter was killed August 24 while assisting firefighters on the White River Fire 20 miles west of Warmic, Oregon, USA. The helicopter was dropping water in rough terrain when the accident occurred. The pilot has been identified as Tom Duffy of Bozeman. The White River Fire has burned 1,102 acres of timber and light logging slash 11 miles southeast of Mt. Hood since it started from a lightning strike August 17.

24 August 2020 Air Tractor AT-802A N8524H Water bomber operated by ARC Aviation of Texas Inc. Aircraft departed from Abilene Regional Airport in Texas for a water drop mission and was returning there when it experienced a bird strike. The aircraft sustained minor damage and the sole pilot onboard was not injured during the incident. The aircraft resumed operations the following day.

24 August 2020 Bell 205A-1 N386HQ Fire fighting helicopter of HeliOwest International. The aircraft experienced a "tail rotor double delamination" during a fire suppression flight northwest of Brackett Field Airport (POC/KPOC), La Verne, California. The helicopter sustained substantial damage and the sole pilot onboard was not injured

25 August 2020 Sikorsky S-76 N Air ambulance of West Palm Beach Trauma Hawk. Involved in an unknown incident where the undercarriage collapsed at the Aeromedical Hangar at Palm Beach International Airport. The incident happened as the helicopter was returned to its parking spot.

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SAFETY

A recent Airprox Report relating to an 'near miss' incident on May 20, 2020 has been published. The location of the incident was 3 nautical miles south-west of the military flying base at Wattisham, Suffolk. The aircraft involved were a military Boeing Apache and an Airbus Helicopters H145 air ambulance.

The Apache was departing from the military base at Wattisham Runway 23 with an IFR clearance to "maintain runway track and climb to height 1500ft". This was acknowledged and read back to the Tower controller. On climb out in VMC the crew changed to the Approach frequency, conducted a transponder altitude check at approximately 400ft height and obtained a Traffic Service. Shortly afterwards, Traffic Information was passed [regarding a HEMS helicopter operating under an 'Alpha' callsign], 3NM to the west. The NHP saw the HEMS helicopter and assessed that it was higher and would pass in front. The Apache continued to climb as per the clearance with the NHP going 'eyes in and out' in order to assist and monitor the Handling Pilot (HP). After a short period of time, circa 20 - 30sec, the NHP regained visual contact with the HEMS helicopter and ordered the HP to stop climb at height 800ft and maintain runway track. A transmission was made on the Approach frequency to reflect this but the HEMS helicopter made a transmission at the same time, making it difficult for the Approach controller to understand. The HEMS helicopter passed approximately 150ft above. Once passed and a further clearance gained, the Apache crew continued the climb and departed on route with no further incident.

The H145 had departed Cambridge airport on a HEMS mission to Ipswich. The routing took the aircraft through 'Wattisham airspace' passing approximately 2NM south of the runway. Wattisham ATC placed them on a Basic Service and gave a clearance to transit on a direct track to the scene of the HEMS task. After landing at the HEMS site, the crew discussed the event and decided to call Wattisham ATC on the land line. The crew believed there was a low risk of collision since both call-signs were visual with each other. They were, however, surprised that Wattisham ATC had cleared the military helicopter for departure rather than waiting until the HEMS EC145 had cleared the immediate area.

The investigation and report were created as a result of the concerns expressed by the HEMS crew.

Royal shock: Prince William's air ambulance once nearly crashed into Harry's old chopper

Ed: Unbelievably one UK National Newspaper, the Daily Express, ran this story under the headline "Royal Shock: Prince William's air ambulance once nearly crashed into Harry's old chopper. PRINCE WILLIAM'S old air ambulance was involved in a near miss with a chopper from his brother Prince Harry's former base." William as we know stopped flying HEMS three years ago.... Harry in the Apache five years ago. The main image they used of this news story was that of Prince William and he most certainly was not there at the time of the Airprox!

PEOPLE

Jane Gurney, chief executive of Essex & Herts Air Ambulance (EHAAT), has been shortlisted in the category 'Charity Leader of the Year' in the Charity Times Awards 2020.

Jane, who has led the charity since 2003, is one of seven people on the shortlist for the award which will be presented during an online awards evening on September 3.

The Charity Times Awards honour outstanding professionals in charity management by recognising, celebrating and promoting best practice in the sector.

Jane said: "It is such a privilege to lead such a committed and dedicated team and I'm delighted to be considered for this prestigious award

"I would like to thank everyone whose hard work, dedication and passion has helped to make Essex & Herts Air Ambulance what it is today.

"Being recognised in this way is a real validation of the work my team and I have put in to continually develop the charity and improving the life-saving service we provide to the patients who need it the most."

When Jane Gurney joined EHAAT the pre-hospital care was provided by Paramedics and delivered across one county by a single helicopter.



MOVE ALONG THERE

On August 9 in Solano County, California a helicopter had to be called to the rescue after an elderly couple fell while being chased by a cow in Solano County, according to the California Highway Patrol. The CHP's Golden Gate Division Air Operations said this happened in the Lynch Canyon Regional Park. It's not clear what aggravated the cow, but the helicopter blared a siren, getting the cow to move away from the couple.

Officials were able to make it down to the trail where the couple was and determined both were injured. The couple was then winched up by the law enforcement helicopter and airlifted to ambulances and transferred to a hospital. No further information was released.

You are to believe "Your flying ambulance has arrived". But we have been here before, many times. Israeli company Urban Aeronautics Ltd. has signed an agreement with Hatzolah Air to develop, produce and market its CityHawk aircraft for emergency medical service, company executives recently announced. CityHawk is yet again being promoted as a "revolutionary" vertical take-off and landing aircraft with a uniquely compact footprint and no external wings or rotors, resulting in an aircraft with unparalleled "fly anywhere, land anywhere" access under almost any weather conditions, the company says. The craft will accommodate a pilot, a patient plus companion, two EMT personnel and life support equipment.

Hatzolah Air is the aviation division of Hatzolah, an EMS organization founded more than 50 years ago with divisions in dozens of cities across several continents. They reportedly see a potential market of at least 800 CityHawks for Hatzolah and other EMS operators, with the possibility to save thousands of lives every year. If all other air ambulances simply roll over and fade away perhaps.

The CityHawk is planned to complete its development and FAA certification for emergency use and be ready for production within three to five years – as I recall it the sort of time-scale promise that has been on the books every time the promotional video is run.

It may yet come to pass but this script has been repeated time and time again over the last two decades. As long ago as 2006 Bell Helicopter were promoting this flying brick (it does not glide) as a weapon of war under the Hawk name. Bell dropped the badge engineering project within a year. So what we are seeing in 2020 is the second or third coming of a "happy clappy" air ambulance image, same flying qualities just no nasty soldiers. The revolution is taking a long time.



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EVENTS

Stuck at home for weeks [nay months] on end results in a tendency to watch items that I might not normally and among them were the 'lunch break' broadcasts of the British Society of Magazine Editors. Often interesting stuff, it must be said but there was one such broadcast that had me confused.

In the wake of Black Lives Matter disturbances there were five editors who were addressing the question of diversity in the UK magazine industry. The drift was that the industry either was too 'white' or was perceived to be.

Generally, the group seem to side with their being a lack of opportunity for non-whites in the industry. Everyone has their opinions but to the onlooker this item was strange. I was looking at five people and, although I do not know [or normally even seek to analyse] their ethnic make-up I thought I was looking at four of the five that appeared to be in a position to claim a black heritage. So if ethnicity of all kinds makes up a reputed less than 10% of the UK population how come I was looking at a saturation level of 80% of the discussion panel who were apparently saying that there was no opportunity in the industry?.

The panel consisted of Busola Evans, Associate Editor and Supplements Editor of Living etc and Homes & Gardens, Amit Katwala, Senior Editor of Wired, Sam McClary, Editor of Estates Gazette, and Andrea Thompson, Editor-in-Chief of Marie Claire, led by Maria Pieri, 2020 BSME Chair and Editorial Director of National Geographic Traveller (UK).

Perhaps their conclusion was primarily to cause discussion – in that it did not fail. Personally, as a traveller around many of the worlds aviation events I have noticed that ethnicity among the journalists tends to reflect the region. The Singapore Air Show for instance tends to be full of people of Chinese or other Asian background, there are lots of Arabians in Dubai, French at Paris, and the HAI Heli-Expo is pretty jammed out with Americans. It would seem that this particular exercise proved that white is not really a problem in the UK magazine industry after all - unless you actively seek to make it so.



FUTURE EVENT

23-25 March 2021 HAI Heli-Expo New Orleans, USA

The New Orleans Ernest N. Morial Convention Center has achieved GBAC STAR™ accreditation through the Global BioRisk Advisory Council, a division of ISSA, the worldwide cleaning industry association, augmenting the Center's early initiatives to prepare for new standards driven by the pandemic.

The program certifies that the facility is implementing the industry's highest standards of cleaning, disinfection, and infectious disease prevention for infectious agents such as COVID-19 and is the leading standard of prepared facilities. The program is backed by 10 industry organizations, including the

International Association of Venue Managers (IAVM), International Facility Management Association (IFMA), International Association of Exhibitions and Events (IAEE), and the Go LIVE Together Coalition.

The industry's only outbreak prevention response and recovery accreditation, the GBAC STARTM Program helps organizations establish protocols and procedures, offers expert-led training, and assesses a facility's preparedness for biohazardous situations. The program ensures facilities use best practices to limit future outbreaks, empowers cleaning staff to do their jobs safely and effectively, and gives customers greater peace of mind.

The Convention Center had already instituted Post-Cleaning Verification (PCV) and incorporated the use of technology, among other protocols, with the guidance of an industrial hygienist in advance of seeking accreditation. As an example, regular environmental testing will be performed by sampling high-touch surfaces throughout the building using a Hygiena SystemSURE Plus Adenosine Triphosphate (ATP) that ensures optimal levels of cleanliness.



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PAvCon FUTURE

June would have been the 2020 PAVCon Europe event in Berlin. Cancelled of course back in early March. Most of the paperwork has been completed and money returned to exhibitors where requested.

PAvCon continue to talk to the organisers of the 10-12 November 2020 European Rotors event scheduled to be held in Cologne, Germany with a view to inserting a 'mini PAVCon' conference feature into that event. This event may provide the first opportunity for an international meeting place this year. The planned name is "PAvCon Europe Special-Conference" and it is to be a half day gathering on Day 1 of the European Rotors event.

Meanwhile, in the face of news that infection rates are again on the rise, it may be that borders will remain closed to foreign travellers even then (two months away) but with a bit of pre-planning in place it may work out as we learn more about the longevity of the COVID-19. www.europeanrotors.eu

Meanwhile the Nineteen Group did cancel and reset their previously reset exhibitions and conferences held over from April. Not unexpectedly the plan to run the shows at the National Exhibition Centre [NEC] Birmingham alongside its existing Emergency Services Show was abandoned.

Now the co-located events - The Security Event, The Fire Safety Event, The Health and Safety Event and The Facilities Event are to move to April 2021.

The National Business Aviation Association (NBAA) has cancelled its annual business aviation convention and exhibition (NBAA-BACE), due to take place in Orlando later this year, due to ongoing coronavirus concerns and travel restrictions. It was scheduled to take place in Orlando, Florida on October 6-8.

The [2021 NBAA Business Aviation Convention & Exhibition](#) will take place from Oct. 12-14 in Las Vegas, NV.



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