

Police Aviation News

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Issue 309

January 2022

**UK HEMS
AWARDS
2021**



Beijing select AW189
Airbus notch up orders
Devon EMS to fly the nest

EDITORIAL

Happy New Year.

As we enter 2022 Covid still rules our lives. Some countries claim to be able to see the light at the end of what has been a long and winding tunnel, but we have been here before several times.

But life must go on and, in that spirit, plans for a 2022 PAVCon Police Aviation Conference are in place for six months' time. Currently the host country, Austria, is locked down and showing no signs of being approachable for the necessary research into the suitability of the sites. The route there is barred against the British, France is proposing to charge them to enter Europe as yet another anti-Brexit 'punishment.' Whether the levy will be in pounds, euros or fish products we yet have to learn.

The point is that in the aerospace industry there is a strong desire to join together in one place for the common good and I believe that there will be enough of us to get the police aviation show going in Wiener Neustadt over the coming months.

Let us hope that I am correct! And we truly do have a Happy, Covid reduced, New Year.

Bryn Elliott

LAW ENFORCEMENT

AUSTRIA

POLICE AVIATION CONFERENCE: Initial details and booking forms for the PAVCon Europe 2022 event are now on-line on the dedicated website (www.pavconeurope.eu). The date for the conference and exhibition is set at 7-8 June, this will be preceded by a one-day training event primarily for operational crew held off site at the Hilton Hotel in Wiener Neustadt.

Due to the general restrictions on travel the accuracy of the current documentation is limited but it is hoped that in the coming weeks that site visits will fill in the detail. Until a visit is undertaken, I will be unable to sign off on the suitability of the hotel classroom or decide whether the main conference is to be held in the hangar or in a separate room at the Airborne Technologies facility at the Wiener Neustadt airport.

Meanwhile the event is open to bookings.

CAYMAN ISLANDS

RCIPS: Early in December the Royal Cayman Islands Police Service sent one of its Airbus Helicopters H145 helicopters and crew to the Turks and Caicos Islands, after at least seven Haitians died when their boat capsized following a collision with a police vessel in late November.

The bodies of the seven were recovered off the island of Providencia. The Royal Turks and Caicos Police Service carried out a search-and-rescue operation in local waters and rescued 64 others – 41 men and 23 women – according to a press release from the TCI police. It remains unclear how many migrants were on board the vessel.

As with many other parts of the globe, this is a region where the population is on the move looking for a better life. Several thousand Haitian migrants are believed to be living illegally in Turks and Caicos, after making the 185-mile trip from Haiti on boats.

The Cayman police helicopter and crew were deployed following a request from the TCI government,



COVER IMAGE: December 1, 2021 Wiltshire Air Ambulance Bell 429 fresh back from its annual maintenance lifts from its base at Semington, Melksham, in Wiltshire on a mission. [PAR image]

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on December 1, the first of two two-week deployments to the islands. The RCIPS previously sent helicopter assistance to TCI in 2017 to support the Hurricane Irma response and, in 2018, to carry out security patrols with the Royal Navy RFA Mounts Bay. Also in 2019, an RCIPS helicopter and crew flew to the Bahamas to help with the response to damage caused by Hurricane Dorian.

CHINA

BEIJING: On December 1 Leonardo and the Beijing General Aviation Co., Ltd., announced an order for two AW189 super-medium twin-engine helicopters which will be delivered to Beijing Police as the end user to strengthen its law enforcement, search and rescue, and fire-fighting capabilities in the Chinese Capital's metropolitan area. The first aircraft will be delivered in the first half of 2022, with the second one following early in 2023.

The contract marks the entry of the AW189 type into the Chinese civil helicopter market. An established AW109 and AW139 operator, Beijing Police will now deliver even greater payload and longer range, combined with latest technology, supporting the communities it serves. Once delivered, Beijing Police's AW189s will feature a range of mission equipment, including search light, rescue hoist, tactical radios, weather/search radar, cargo hook and firefighting equipment provision, among others.

©Leonardo



The two AW189s will join seven other Leonardo helicopters (three AW139s, three AW109 Powers, one AW109 GrandNew) to make Beijing Police the largest Police Aviation unit in China with a nine aircraft fleet. With the introduction of two AW189s, Beijing Police also spearheads, among Chinese Police Aviation operators, an expansion into emergency management roles assigned by the newly created Chinese Ministry of Emergency Management (MEM). [Leonardo]

Ed: The People's Republic of China MEM is the ministry of the State Council that's responsible for emergency management, work safety, and emergency rescue. It is the result of a merger from emergency management departments in various ministries, many of them little to do with the emergency services, due to a state council reform commenced in March 2018. It took over the emergency functions of thirteen ministries including diverse subjects such as coal mine safety and flooding and the police rescue functions. The former paramilitary Firefighting Corps of the People's Armed Police is today the State Firefighting Service of the MEM. Huang Ming was appointed minister of emergency management in April this year. The operation is based at No. 70, Guang'anmen South Street, Xicheng District, Beijing and a wholly Chinese web site can be found at www.mem.gov.cn/

www.policeaviationnews.com
Emergency Services First



FRANCE

SECURITE CIVILE: The French Armament General Directorate (DGA) has ordered an additional two five-bladed H145s destined to equip the Sécurité Civile, an agency of the French Ministry of Interior that performs rescue and air medical transport services throughout France. This contract is a follow-up to the contract signed in 2020 for an initial batch of two H145s which were delivered in December 2021

The Sécurité Civile has launched an ambitious, multi-year programme to modernise its means of intervention in order to adapt to the evolution and demands of its public service missions. They operate day and night from 23 bases in France and overseas territories.

Twenty years ago, the BK117C2 was launched as the EC145 on sales to the French emergency services operators before being released for sale to the general market. That model was the specification utilising the conventional tail rotor combined with a new cabin. Since then, the type has been further rethought and evolved into the Fenestron equipped H145 model now offered to potential operators.



Certified by the European Union Aviation Safety Agency in June 2020, this new version of the H145 brings a new, innovative five-bladed rotor, increasing the useful load by 150 kg. Powered by two Safran Arriel 2E engines, the H145 is equipped with full authority digital engine control (FADEC) and the Helionix digital avionics suite. It includes a high performance 4-axis autopilot, increasing safety and reducing pilot workload. Its particularly low acoustic footprint makes the H145 the quietest helicopter in its class. Today, Airbus has more than 1,515 H145 family helicopters in service around the world, logging a total of more than six million flight hours

Established in 1957, the helicopter division of the Sécurité Civile operates a fleet of 33 EC145 helicopters, other helicopter types and fixed wing on call 24/7 throughout France for rescue missions and in support of police, fire and ambulance.



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GERMANY

BAVARIA: The Ministry of Interior of Bavaria has ordered eight five-bladed Airbus H145s for its police force, following a European tender launched earlier this year. The helicopters will replace the state's current H135 fleet and will be operated from the two bases of the Bavarian helicopters squadron at the airport in Munich and in Roth, close to Nuremberg. The first delivery is planned for 2023.



©Airbus

The new version of Airbus' best-selling H145 light twin-engine helicopter was unveiled at Heli-Expo 2019 in Atlanta, GA, USA. This latest upgrade adds a new, innovative five-bladed rotor to the multi-mission H145, increasing the useful load of the helicopter by 150 kg. The simplicity of the new bearingless main rotor design will also ease maintenance operations, further improving the benchmark serviceability and reliability of the H145, while improving ride comfort for both passengers and crew.

In total, there are more than 1,500 BK117/H145 family helicopters in service, logging a total of more than six million flight hours. Powered by two Safran Arriel 2E engines, the H145 is equipped with full authority digital engine control (FADEC) and the Helionix digital avionics suite. It includes a high performance 4-axis autopilot, increasing safety and reducing pilot workload. Its particularly low acoustic footprint makes the H145 the quietest helicopter in its class.

Ed: There is a history of Bavaria operating police aircraft dating back to 1919. The modern period commenced in October 1970 they started operating Bolkow BO105s through until they were replaced by the first batch of EC135P1 in 2000. The first batch were leased, a solution that was set aside when they were replaced by newer EC135P2s acquired from 2009. It is these aircraft that are being replaced.

Bavaria has operated examples of the BK117 previously. Five different examples of the BK117A were in service between 1983 and 2000.

SPAIN

INTERIOR MINISTRY: As reported last month in PAN the Spanish Ministries of Defence and Interior have ordered 36 Airbus H135 helicopters. The manufacturer has since announced the contract signature as having taken place. The Ministry of Defence will receive 18 helicopters to be operated by the air force and the navy while the Ministry of Interior will also take delivery of 18 helicopters to be operated by the National Police and the Guardia Civil. The deliveries will start later this year.

The Spanish Army already operates a fleet of 16 EC135 helicopters, some of which are role equipped to a law enforcement specification. With this acquisition, these will be the Spanish Air Force's first H135s and the Spanish Navy's first Airbus Helicopters product. As was the case for the H135s acquired some time ago by the army, the new aircraft for the air force and navy will replace older helicopter models currently used for advanced pilot training. I

The Ministry of Interior currently has a fleet of 31 helicopters from the H135 family in operation with the National Police, the Guardia Civil, and Tráfico. The new helicopters will enable the Policía and Guardia Civil to replace the BO105 helicopters still in use for a wide range of emergency services missions.

TURKEY

POLIS: In an end of year statement, the President of the Turkish Defence Industry, Ishmail Demir, recounted the details of the deliveries to date of the T129 ATAK attack helicopter to the military and civil police.

The final delivery last year was to the Gendarmeries military police, taking their holdings of the type to ten., of a final fleet of eighteen. Some 69 ATAK helicopters have now been delivered of which 56 have gone to the Land Forces Command and three to the General Directorate of Security which is apparently those used in the fleet of the civil police.



As world storms go it was pretty tame but 'Storm Arwen' was a very noticeable event across most of the British Isles and briefly converted the green and pleasant land into something resembling the Artic ©NPAS NE

UNITED KINGDOM

NPAS: The strange tale of the NPAS wish to employ someone who might be able to look into the distant future rumbled on in December. Last month PAN reported the vacancy for a Head of Futures and Innovation and the apparent fact that by mid-November at least one of those individuals targeted claims to have turned down the opportunity as a result we awaited the outcome early in December. The December 5 deadline date came and went, only to be extended some days in a very public Tweet on December 7, to December 15. Even that date was quickly altered in the official advert to the eve of Christmas. The vacancy is no longer listed and of course any updated information will have been delayed by the extended public holidays of the office staff.

Last spring The Times [London] ran an article on the NPAS fixed wing Vulcanair P68R aircraft headlined Police paid £10m for four useless planes. This detrimental article, published on March 19, 2021, is now marked on the online Times archive as subject of a legal complaint from Vulcanair aircraft.

Meanwhile the staff at Doncaster are doing their best with the two Vulcanair P68R aircraft they are permitted to operate pending the disposal of the other two. The maintenance schedule and crew availability allow them to put both into service on occasion. The same social media message claimed that the tasking and response times were assisted by a Tanis piston engine pre heat system that saves vital time getting the engines warm enough to fly in these winter months. They also added in the item that 'an anti-icing mod' (presumably FIKI) was keeping them safe.

As Storm Arwen battered northern England, the P68s ensured that the National Police Air Service remained airborne and ready to search for stranded motorists and missing people.

Deployed thirteen times throughout the severe weather, the Doncaster-based crews provided vital information to assist emergency services on the ground, including a search of every stranded vehicle on the A66, from Scotch Corner to Cumbria, to make sure there were no people stuck in their cars, or in difficulty nearby.



Operational pair at Doncaster. According to figures posted on social media recently the two aircraft flew a modest 1,100 hours in 2021 supporting 26 police forces and covering the G7 and COP26 events. ©NPAS NE



©NPAS NE

In total, the P68 was in flight for eight hours – including a single four-hour flight to support back-to-back tasks in the northeast.

Base manager Sgt Kenny Fox said: “From the air, we are able to search large areas very quickly. The road conditions were treacherous in many places, especially along the A66 where there were several stranded vehicles. “We were able to check the area for people who might have needed help. It was a great team effort with colleagues on the ground.”

Amongst other incidents, the crew assisted in the search for a high-risk missing woman in North Yorkshire, finding her three miles from the initial search location, and located a vulnerable person on a coastal path in County Durham, both on Sunday 28 November.

Editor: Press releases by NPAS are very rare, it is difficult to recall the date of the last one. Meanwhile, despite the lethargic promotional activity at Headquarters, the officers on the ground remain understandably defensive and positive of their fixed wing operations and they mainly utilise social media. The aircraft might attract more than its fair share of critique, but it does provide a credible service and remains by far the most youthful and advanced aircraft type in service.

Flights continued over the Christmas period although occasionally resorting to a minimum staffing level, a pilot and one sergeant TFO, demonstrating that the type continues to display its advantages.

DRONES: It seems that British police have a habit of losing their drones. The first operation was set up in Merseyside decades ago and came to a halt when its quad rotor drone ran out of power over the River Mersey near Liverpool. It was never seen again and probably still lies rotting in the silt of the river to this day. Amid some recriminations about procedures and training, the operation was ‘permanently’ stood down. It would be pleasing to report that such losses were unique.

The latest development in losses was much further south and took place in April last year. A £7.000 police





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Parrot Anafi drone lost during a search operation was found miles away in a children's playground, a report has said. An officer lost control of the drone near Henley-on-Thames in Oxfordshire, and it was recovered 3.1 miles (5km) away the next day. Thames Valley Police said the drone was used after reports of an unlicensed music event.

An Air Accidents Investigation Branch (AAIB) report found the drone did not pick up a GPS signal when it was launched and so could not record its take-off point. It lost connection with its controller and drifted in the wind. It later landed automatically at Quarry Span Hill.

Embarrassingly, and not for the first time, the AAIB found fault in police procedures and training. The pilot had not met the force's own training requirements and procedures to operate drones. It said qualified users should fly the aircraft for a minimum of two hours within a rolling 90-day period. If that is not met, they must undertake another course with a chief pilot or an instructor. The pilot had flown for 90 minutes in the 90 days before the Parrot Anafi USA drone was temporarily lost. Little has changed it seems in the inability of the drone police to grasp the importance of the rules of the air.

MONEY TROUBLES: Rumour has it that the whole NPAS fixed wing Vulcanair P68R aircraft programme cost around £50M to bring together just four aircraft but that apparent misuse of public funds is dwarfed by both the ESN (Emergency Service Network) and a new contender for out-of-control public spending by the IT system known as NLEDS.

MPs have blasted a 'staggering' increase in the cost of the upcoming IT system to more than £1 billion and a delay of at least five years. The Commons public accounts committee, which oversees government spending, said it was 'not clear' whether the system will be up and running by 2025 – when it will already be five years late. A familiar tale but apparently being considered in isolation and not reflecting any reference to the similar overspending afflicting the new radio and the NPAS fixed wing.

The National Law Enforcement Data Service (NLEDS) will replace the creaking, 47-year-old Police National Computer (PNC). For the UK the PNC was the first true computer system my generation relied upon and was trusted by us all if only because it was new and there was nothing else to compare it with. It was if anything a massive advance upon the technology of the generation before – pencil and paper. First generation helicopter air support was built upon it. It is not all 47 years old of course but the basic architecture is.

Back in 1974 it was spoken of in whispered tones. It was a secret weapon for the future and its existence was not to be widely promoted – it was fairly safe as few of the old coppers even knew what it was at the time! Training was barely a priority for the older officers, it was devolved in an ad-hoc fashion to a new computer literate generation of officers – as a result very few of them had the first idea what they were being taught.

Since its inception in 1974, the PNC based on a Fujitsu mainframe with recent PNC applications held on UNIX servers has undergone numerous changes that were gradually introduced. Most notably was in 1995 with the introduction of the Phoenix (Police and Home Office Enhanced Names Index), this format has been retained to this day. The mainframe server is located at the Hendon Data Centre in north London with back-up servers located around the UK.



The National *Law Enforcement* Data Service (NLEDS) will merge the *Police National Computer* (PNC) and *Police National Database* (PND) into one. The programme to develop the NLEDS was launched by the Home Office in 2016 to replace the two police IT systems. These systems are heavily relied on by the police and are considered part of the UK's critical infrastructure, but they are reaching the end of their lives, with their technology becoming obsolete.

With an original planned delivery date of 2020, the NLEDS programme has yet to deliver the expected services, and the total costs to the Home Office have increased by 68% to £1.1 billion. An independent programme review commissioned by the Home Office found that if the programme continued as it was, it would be late, difficult and costly to roll out and maintain, and would not meet the needs of the police. Following this review, in December 2020 the Home Office reset the programme for the second time and removed the replacement of the PND from its scope.

Under the new plans, the programme is not expected to deliver a service equivalent to the current PNC until 2025-26. The PNC's current technology for its database will no longer be supported after December 2024, but the Department told the National Audit Office [NAO] it had decided to accept the risk of running the PNC without supplier support for the database after this point. This would leave the PNC at higher risk of disruption for at least a year, although the Department's view is that the actual risk profile is low due to the mitigation actions put in place. In April 2021, the Home Office had only 'moderate confidence' in its new plans and did not have a programme plan assuring delivery by 2025-26. In June 2021, the Home Office told the NAO that it had increased confidence in the deliverability of the programme. Compared with the ESN it appears to be not too late at all.

In an all too familiar scenario it seems that the Home Office and the police have not had a consistent shared understanding of what NLEDS will deliver. The focus of the programme has changed several times, having not even been addressed until two years into the programme in 2018. Police and technology are clearly not good bedfellows, unfortunately those in high places have not yet understood that.

UNITED STATES

CALIFORNIA: S.A.F.E. Structure Designs have delivered custom maintenance stands for the Riverside County Sheriff Department. The SAFETY-FIRST ergonomic stands allow technicians SAFE access to perform maintenance on the engines, transmission, and main rotor system of their H145 aircraft. These custom stands are lightweight and easy to move around the hangar. S.A.F.E. offers several options for H145 and EC145 maintenance support equipment and provides custom stands and modifications to fit the individual needs of every customer. There are three stands in this H145 maintenance support set. The adjustable universal main rotor and transmission stand can be used for maintenance or flight line pre-flight inspection. It includes tool trays and anti-fatigue mats. The battery lift stand has an actuating shelf that is designed for easy removal and installation of batteries. When the shelf is in its stowed away position, the battery lift stand can be used for tail rotor maintenance. The engine step stool is designed to allow easy access at the perfect height for engine maintenance. www.SAFEStructureDesigns.com

FLORIDA: Manatee County on the Gulf coast of the state has returned to operating a Bell helicopter after many years. Meeting a funding approval dating back to 2017 the Bell 505 N508MC follows a Eurocopter EC120 acquired a decade ago to nominally replace a number of Bell OH-58 obtained from the Department of Defense.



MARYLAND: In late December the Baltimore Board of Estimates approved \$18M to buy and service three Airbus H125 helicopters. The three helicopters will be purchased in a competence bid cooperative contract agreement between Federal General Services Administration (FGSA) and Davenport Aviation Inc. of Marilyn Lane, Columbus Ohio. It was decided that no advantage would result from entering into competitive bids

Davenport Aviation is an AS9120A and ISO 9001:2008 certified global distributor of aftermarket aviation equipment and supplies for the commercial, executive and military markets. Services include parts sales, repair services, technical support, logistical support, and financing. Established in 2009, Davenport Aviation is marketed as the industry's go-to expert for the procurement of rotary-wing aircraft, aircraft parts and equipment, and training. An APSA Corporate Member most recently they have been involved in the purchases of three H135s for NASA and an H125 for Albuquerque.

In its final meeting of 2021, the board also allotted \$23M to a Delaware car dealer for an unspecified number of Ford Hybrid and Non-Hybrid utility "pursuit vehicles." The large spend has taken place in the face of

The expenditures, which come in the face of continued calls to "defund" the police and reallocate money to social and community projects are seen as positive moves by an administration focussed on modernis-

ing the police. [Baltimore Brew]

Ed: The City of Baltimore Police currently operate a ten year old fleet of Eurocopter EC120 helicopters, they were acquired to replace an earlier fleet of EC120s that had reached ten years service. With the 120 no longer available the move to another type was inevitable. The separate Baltimore County already operate a fleet of three 2006 AS350B3 from a base at Middle River.

NEVADA: In another blow to the waning fortunes of MD Helicopters the Las Vegas Police Department is known to have ordered its first Airbus Helicopters H125 for 2022 delivery as 'Air-4'. An image of the green airframe was posted online in December 2021. The unit has operated for some 50 years and although Bell supplied Hueys for the larger type the primary patrol asset was always from the Hughes/MD stable.



NEW YORK: The New York Police Department Deputy Secretary flew 100 miles to the glamorous Philadelphia Gala in a taxpayer-funded helicopter while the Fire Department counterpart was driving.

Deputy Chief Cabinet Secretary Robert Gunley, head of the NYPD employee-related unit, flew in a department helicopter to attend an event in Philadelphia, a 100-mile journey usually that takes about two and a half hours by road or train but only an hour by helicopter – albeit at a cost about \$1,200.

The NYPD justified the trip as a time saver for Gunley to attend both Friday and Saturday events. He was representing Dermot Shea, the NYPD Commissioner, at the Annual Army Navy Gala on December 10. Using the helicopter was approved by Shea and considered a justified use to enable Gunley to undertake pre-existing appointments on the Friday and Saturday.

Critics of the flight highlighted the NYPD's failure to publicly share Gunley's schedule or make an effort to justify the flight was "extremely suspicious." No official bill has been announced, but the cost of 200 miles of round-trip aviation fuel could be about \$ 1,200 at a cost of \$ 600 per hour plus crew costs. In addition to the flight time the crew were waiting for four hours away from their normal operational area until he returned to the helicopter.

TEXAS: The USA has its own problems with cameras and surveillance, EO/IR cameras have long triggered strong reactions – there are restriction often backed by the US courts that make operating aerial cameras difficult at times. Add drones to the mix and a whole new paranoia emerges. Last month there was that Wired magazine story highlighting the leaking of the stored video footage originating from the helicopter fleet of the police department in Dallas, Texas and the Georgia State Patrol but in December things took a more positive turn when Dallas billionaire businessman Ross Perot, Jr. gifted the Dallas Police Department a late 2012 Bell 407TX helicopter N982ST c/n 54369 on December 1. Perot has supported DPD in the past. The 407TX is not equipped for police service and will require a significant investment from police funds to be role equipped and for maintenance crew retraining for the more advanced specification it represents.

Editor: DPD have had a Bell 407 before. That helicopter was in service for three years [2007-10] before management decided they could not afford to operate the helicopter as well as the two Bell 206 they had, and still have. The danger here must be that they decide that they still cannot afford three aircraft and that one of them will go. The registration N982ST is likely to change as these marks featured on earlier helicopters used by Perot.



AIR AMBULANCE

GERMANY

DRF: Last month an H145 with a five-blade rotor went into service as the new Christoph Sachsen-Anhalt. Compared to its predecessor, the helicopter is lighter and therefore offers a higher payload with the same performance. In addition, the fifth rotor blade makes it even quieter in the air, which benefits patients, crew and the environment. The commissioning is a premiere for the state of Saxony-Anhalt, the first five-blade rotor H145 in the region.

The first H145 with a five-blade rotor arrived at DRF Luftrettung in December 2020 and was equipped for operations. Since then, DRF has been adding more H145s with five-blade rotors to its fleet. Halle is the fifth station that has received a machine of this type to date. DRF has also converted one of the existing emergency machines in its own facility to the five-rotor blade system. Within the next three years, DRF Luftrettung plans to convert all of its H145 helicopters from four to five rotor blades and will offer this conversion to external customers.

Airbus H 145 D-HJLA entered service in Hesse, southern Germany, during November. The Registration of the helicopter denotes Helikopter, Johanniter Luftrettung, Alpha.

A group of local health officials and doctors launched the aircraft when the district president personally activated the machine by ceremoniously inserting the radio chip. After training flights, the white-red machine entered service as Christoph Gießen operating a transfer service in cooperation with neighbouring ITH Christoph Mittelhessen, but at the same time focussing on rescue operations.

Ed: If you had not already formed the opinion that this edition of Police Aviation News had turned into something of a litany of Airbus Helicopters success stories I need to warn you that over the page that sales thread continues unabated with yet another story about a sale of another H145 into the Japanese market place. Maintaining the theme it seems that story after story seems firmly rooted in the Airbus Helicopters theme. It is pure chance of course, but be warned!







6-8 June 2022

Wiener Neustadt, Austria





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JAPAN

KAGAWA: Kawasaki Heavy Industries, Ltd. announced its receipt of an order for its latest-model helicopter, the H145//BK117 D-3 ("D-3"), from Shikoku Air Service Co., Ltd. The new aircraft is slated for use in Kagawa Prefecture emergency medical services. This is the ninth D-3 order Kawasaki has received. The D-3 is an improved version of the BK117 D-2.

It features a new five blade main rotor system that provides performance improvements including an increase of useful load weight by approximately 150 kg: The type was developed in collaboration with the European helicopter manufacturer Airbus Helicopters since 1983.

The BK117 has been continually improved over the years, and thanks to the aircraft's outstanding technological strengths and high reliability, Kawasaki has successfully delivered 182 units as of September 30, 2021, and more than 1,600 worldwide with deliveries of Airbus Helicopters combined.

NEW ZEALAND

AUCKLAND: Last year, 2021, proved to be the busiest year on record for Auckland Rescue Helicopter Trust. The organisation's air ambulance crews had racked up their 1,212th mission of the year - a woman in her 70s who was flown from Pauanui to Auckland City Hospital in serious condition following a medical incident.

The total number of missions for all of 2020 - which itself was a record-breaking year - was 1187. The organisation continues to take part in a sector-wide trial in which air ambulances are more quickly and frequently dispatched to cases where there's a good chance the patient is severely unwell or injured. The trial, described by the trust as a "positive reform in patient care", has contributed to an estimated 20% increase in mission numbers in recent years.



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RUSSIA

NATIONAL: The Russian Helicopters holding of the Rostec State Corporation handed over to PSB Avialeasing four Ansat helicopters in the interests of the National Air Ambulance Service. This is the first batch under the current contract for 37 cars of this model. The Ansatz's helicopters produced at the Kazan Helicopter Plant are equipped with glass cockpits, and the basics of a medical role fit.

The helicopters are designed to carry one patient accompanied by two medical workers. The first four Ansat helicopters left for Tambov, Tula, Ryazan and Beslan, where they will be used by the National Air Ambulance Service. By the end of next year, Rostec State Corporation will transfer 33 more similar rotorcraft to the operator. In total, according to the agreement, 66 Ansat and Mi-8MTV-1 will be transferred to Russian regions for medical evacuation. Four Mi-8MTV-1s were delivered last year.

The manufacturers have announced that thank to a recent certification the flight range of the Ansat and Ansat-M has been increased by 140 km with the installation of an additional fuel tank. The standard version of the machine is able to fly up to 645 km, while the flight range of the upgraded version will be up to 780 km.

The certification received from Federal Air Transport Agency (Rosaviatsiya) allows Kazan Helicopter Plant to install a new 195-litre tank in new machines and offer it as a minor modification of existing airframes. Both passenger and medevac versions of Ansat can be equipped with an extra tank.

SAUDI ARABIA

THC: The Helicopter Company (THC) of Saudi Arabia has placed an order for 26 more Airbus Helicopters—20 five-blade H145D3 light twins and six ACH160 medium twins. THC previously signed an agreement to buy 10 Airbus H125 single-engine helicopters in August 2020 to increase access to domestic tourism destinations and provide services such as filming and aerial surveying.

Saudi Public Investment Fund (PIF) established THC as part of its strategy to activate new sectors in Saudi Arabia that support its "Vision 2030" campaign to diversify that country's economy away from oil and generate long-term commercial returns. THC is the kingdom's first and only commercial helicopter operator and has been flying since mid-2019.

This latest helicopter purchase agreement for the twin-engine Airbus helicopters includes provisions for crew and maintenance technicians and will facilitate the expansion of emergency medical services (EMS) on the west coast of Saudi Arabia.

Ed: This is of course Saudi Arabia and like many activities in the Middle East region all activities are undertaken in a strictly controlled manner – even more so in Saudi Arabia.

UNITED KINGDOM

NATIONAL: The winners of the prestigious Air Ambulances UK Awards of Excellence 2021, sponsored by BMW Group, were announced at a special ceremony with inspiring air ambulance charity crew members, pilots, patients, teams, volunteers and fundraisers from across the UK being recognised for their outstanding contribution towards helping to save the lives of people in need of their lifesaving pre-hospital care. In normal times these awards would be handed out at a glitzy dinner dance in a London hotel.



The winners include Henry Carpenter who was named Young Person of the Year for his amazing fundraising efforts for Midlands Air Ambulance Charity, the charity which saved his life following a terrible farming accident in 2020. Although Henry survived, his serious injuries meant that he had a long road to recovery which was hampered by COVID, leaving him in agonising pain, discomfort, and low mood. Despite this in February 2021, finding every step incredibly painful, he took on the challenge to walk 54 miles in 30 days. Incredibly he achieved it and to date has raised £11,400 for the charity.

Doctor of the Year was awarded to **Dr Phil Hyde from Dorset and Somerset Air Ambulance (DSAA)**. Phil is a highly skilled doctor dedicated to patient care and to nurturing the skills of colleagues as well as having a future vision for patient care. Since 2016, he's has been working to develop DSAA's clinical team's skills and the clinical equipment needed to support critical paediatric transfers. Thanks to Phil's experience, drive, expertise and determination, DSAA was formally endorsed to undertake paediatric retrieval in January this year, so far undertaking 12 transfers. Phil also led the DSAA team as it worked with the National Ambulance Resilience Unit and other agencies to make critical care transfers during COVID.

Related to its developments in paediatric retrieval work, **Dorset and Somerset Air Ambulance** won Innovation of the Year for their collaboration with Wales and West Acute Transport for Children Service, Bristol Children's Hospital Trauma Team Leaders and Southampton Oxford Retrieval Team to formally support the time-critical paediatric inter-hospital transport in the South-West region. This innovation, the first of its kind in the UK, has enabled improvements in the resilience of care for children and families in the South-West and is making a tangible difference to the lives of critically ill children.

Alan Petch from Great Western Air Ambulance

Charity was awarded Pilot of the Year for his exemplary flying skills and his very important piece of work on Landing Sites for the charity. By putting in many, many hours of detailed research into possible landing sites in urban areas, Alan created a directory of over 200 sites suitable for landing when attending incidents across the region. Alan is also always there to help in whatever way possible, helping to integrate new crew members and trainees and meeting former patients and bereaved families, as well as helping to spread awareness and fundraising.



Volunteer of the Year was awarded to **Myrtle Irvine for her work with Air Ambulance Northern Ireland (AANI)**. Myrtle and her husband George were struck by tragedy in 2016 when their son Alistair passed away. Donations in his memory were made to AANI and this was just the beginning of their involvement. With George at her side, Myrtle has been a whirlwind of activity: making wreaths, managing collection boxes, running Christmas card sales, administering street collections, supporting events and perhaps her most important work was setting up a local fundraising group drawing supporters from across County Fermanagh: something that the charity is now looking to replicate in other areas. This year alone, Myrtle has helped to raise a fantastic £37,000.

Air Ambulance Northern Ireland (AANI) was awarded Campaign of the Year for the charity's exceptional work with the agricultural community in Northern Ireland, a sector that accounts for one in ten of the service's callouts. A whole raft of initiatives ran gaining massive coverage, a 20,000-strong online audience and has so far raised over £92,000.

Charity Team of the Year was awarded to the Operational Support Team at Air Ambulance Kent Surrey Sussex, whose remit is to ensure a consistent approach to the supply of equipment and services to the operational teams, as well as dealing with enquiries from the police, coroners and solicitors. The team of three constantly looks for innovative ways to improve service delivery 24/7. The team rose to the difficult and varied challenges when the pandemic changed everything 18 months ago. Early preparation, planning and testing of the supply chain meant the operational staff always had all the equipment they needed.

Critical Care Practitioner of the Year was awarded to East Anglian Air Ambulance (EAAA) Critical Care Paramedic **Liam Sagi** for being an exceptional team member and part of the crew who were dispatched to fellow colleague Dr Trish Mills when she was hit by a van while off-duty, undoubtedly helping to save her life. Liam has also supported many of the charity's fundraising and PR activities, including hosting the acclaimed EAAA Roadshow and using his photography skills to provide images while airbases were locked down during the height of COVID.

The **Special Incident of the Year** award went to **Lincs & Notts Air Ambulance** for the extraordinary work of Dr Luke Banks and HEMS paramedic Alex Walker who attended a stabbing and provided advanced pre-hospital care interventions, including a thoracotomy, which proved to be lifesaving and the patient recovered and returned home.

The Dorset and Somerset Air Ambulance (DSAA) took three awards at the event, in addition to Doctor of the Year it scooped up the Innovation award for its collaboration the Southampton Oxford Retrieval Team (SORT), Wales and West Acute Transport for Children Service (WATCH) and Bristol Children's Hospital Trauma Team Leaders. This is a time critical inter-hospital transfer of paediatric patients in the South West Region. This new capability has taken five years to develop and mature and is the first of its kind in the UK.

Finally its CEO Bill Sivewright, was given the prestigious **Lifetime Achievement Award**. Bill has led DSAA for more than eleven years, significantly growing income and seeing the number of patients treated annually increase from 350 to 1,300.

During this time, Bill has overseen a small efficient charity team. Among his many achievements, Bill approved the development of a unique post-graduate education programme for paramedics and in 2013 the first cohort began their three-year MSc Advanced Paramedic Practice Critical Care qualification. He oversaw the introduction of a full critical care service for every mission; a collaboration that enabled the charity to provide blood component transfusion; led the procurement of a new AW169 aircraft; extended operations to 19 hours a day and led the charity through the Covid crisis without missing a single day of service provision. He spent four years at the head of the former Association of Air Ambulances. His work with the Association helped to lay the foundations of success for what is now Air Ambulances UK.



Air ambulance CEO
Bill Sivewright ©DSAA

DEVON: The annual rise in demand for service, increased complexities of patient needs, and the ability to deliver advanced specialist care to the people of Devon, is a challenge faced by Devon Air Ambulance every day. Although they have not been at their current facility for many years they are faced with insufficient training facilities for its critical care paramedics and clinicians, inadequate space for storage and capacity into the future, they have decided that they have outgrown existing facilities they share with NPAS on the west side of Exeter Airport.

Devon Air Ambulance has two bases in the county, the northern site is in a remote area and fairly basic. In seeking to face the perceived challenges and future-proof the delivery of its time-critical care for the 1.2 million people of Devon they see it as vital to develop a new combined airbase and head office for Devon Air Ambulance. They are in the process of identifying new sites around the Exeter area.

Devon Air Ambulance share a base with NPAS. They were originally based with the police at the Devon and Cornwall Police HQ before being asked to relocate to the airport. With NPAS looming the police force decided that they wanted neither helicopter operation on their property. ©DAAT



LONDON: Last month London's Air Ambulance launched an additional medical team. The capability was funded in part by a £330,000 donation and is primarily an increase in the road-based reaction capability that supports the air ambulances in poor weather. This will allow the service to operate with two duty teams on call for London.

UNITED STATES

LOUISIANA: Acadian Air Med, a division of Acadian Ambulance Service, marked 40 years in operation in 2021. The operation currently offers service from nine bases in Louisiana with coverage that crosses the borders into the neighbouring states of Arkansas, Mississippi and Texas, using a fleet of nine EC-135 helicopters, four Beechcraft King Air turboprop aircraft and one Bombardier Learjet 45.



From its early days, Acadian Ambulance's ground operations worked in tandem with air ambulances. In 1976, Acadian partnered with the U.S.' Military Assistance to Safety and Traffic (MAST) helicopter ambulance. The success of MAST led to the launch of Acadian Air Med, in 1981. The first base was established in Lafayette, Louisiana. Today, Air Med operates bases across Louisiana and services much of the state and the Gulf of Mexico. Establishing Acadian Air Med allowed Acadian to greatly reduce the response time to remote locations and to provide emergency medical response to injured workers offshore.

In 1983, Acadian Air Med added fixed-wing aircraft to their fleet, allowing for long-range transfers. In 2019, Air Med earned accreditation from the prestigious Commission on Accreditation of Medical Transport Systems (CAMTS).

NEW YORK: A helipad has been opened in the presence of air ambulance representatives, elected and church leaders at Mount St. Mary's Hospital in Lewiston, Niagara County. The landing site is located in the south (main) parking lot, adjacent to the emergency room at 5300 Military Road.

Catholic Health continues its commitment to providing high-quality health care in Niagara County with the opening of the new helipad. Mercy Flight flew a Bell 429 helicopter N506TJ in to inaugurate the new take-off and landing site. The Most Rev. Michael W. Fisher, bishop of Buffalo, blessed the helipad.

While the majority of patients who enter the emergency department at Mount St. Mary's, a New York State Designated Stroke Center, are treated right at the hospital, those who require a higher level of care will benefit from the accelerated air transport. In addition to complex stroke cases, patients with critical cardiac, renal, pulmonary and septic conditions may also benefit from emergency transport via the new helipad.

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FIRE

CHILE

RESOURCES: With the country having experience above-normal temperature conditions and below-normal rainfall, there is an expectation that this coming southern hemisphere summer will be contributing to higher frequency and extent forest fires in the central-southern area of the country.

Faced with the forecast, local operator Ecocopter’s fleet is on alert to combat any fire that may break out. Ecocopter maintains at the disposal of Corporación Nacional Forestal, the National Forestry Corporation (CONAF) two Airbus Helicopters AS350 B3/H125 based in the Maule and Valparaíso regions.

Ecocopter has firefighting and foam injection devices with advanced technology, which allows them to identify the number of litres of water per discharge. They have the capacity to release up to 1,000 litres of water per discharge and transport brigade members.

CONAF has so far counted close to a thousand forest fires throughout Chile during the 2021-2022 season. [Helihub]



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SEARCH & RESCUE

EUROPE

FRONTEX: After the extended shouting match between Britain and France over controlling the illegal flow of migrants between France and the beaches of southeast England a meeting was held by the members of the European Union – a meeting at which the British Home Secretary was excluded – to try and resolve the matter.

Apparently as a direct result of this meeting Frontex was assigned to support Member States in the Channel and North Sea region with aircraft. Britain has never been a member of Frontex although its commercial companies provide aircraft under contract to secure the borders mainly in the east. The Frontex surveillance aircraft are mix of high-end military specification maritime patrollers and lighter airframes taken up from commercial contracts.

On December 1, 2021, a Frontex plane landed in Lille to start operating in the Channel and North Sea coastal region in response to the increased migratory pressure in the area. The Frontex Executive Director Fabrice Leggeri decided to deploy a plane to support French and Belgian authorities following the ministerial meeting in Calais on November 28.

The Frontex plane was provided by the Royal Danish Air Force. They operate four multirole Bombardier Challenger CL-604 aircraft, three of which are assigned to maritime reconnaissance mainly using a SLAR. Its crew is highly experienced and has already been deployed to other Frontex operations, most recently in Spain. The plane is equipped with modern sensors and radars to support border control at land and sea. During operations there will be liaison officers from the relevant authorities on board to support the crew and facilitate quick and efficient decision-making.



Photo opportunity, a handshake between the captain of the Danish surveillance aircraft and the local police in France. Whether the Canadair was the correct resource—when only a month ago a successful mission was demonstrated by a Diamond DA-62 aircraft remains unanswered.

In a newspaper report dated December 17, the RDAF Challenger MPA, based at Lille, completed a 5hr 30min patrol of the Belgium and French coast, the Pas-de-Calais, on the night of December 15-16, 2021. According to the crew, flying at 3,000 ft, they flew their “busiest night so far.” With nothing showing on FR24 this suggests that the flight was either covert, with the transponder switched off, or FR24 was blocked – potentially to prevent the criminals from tracking the aircraft.

The Danish aircraft reported they were able to identify their first smuggler. The alleged criminal was spotted dropping off a boat on a beach near Calais and was tracked using radar and the FLIR Safire cameras back to a nearby apartment, allowing a French police officer, who was on board the plane, to tip off colleagues. According to the article both the UK and the EU favour aerial surveillance to help monitor migrant crossings, other believed that prevention would be a better goal to prevent migrant crossings!

As expected, the deteriorating winter weather depressed the number of days when crossings were attempted. On the day the Danish aircraft was reporting success over the migrants it would seem that 100 migrants arrived in Dover and Dungeness even as the new total, for 2021, hovered around 26,867! These numbers are of course those known to have arrived on the beaches and discount the unseen arrivals.

The aim of the operation on the coastline is to prevent the rising number of sea crossings. Recently, this route has experienced a high number of illegal crossings, facilitated by criminal networks that put the lives of migrants in danger.

Ed: It is a matter of argument whether a patrol craft based on a business jet is the right sort of aircraft to be operating low and slow surveillance patrols off the coast of France and over the dunes from which the

migrants and traffickers appear.

Six years ago, the specialist airframes had their systems revised after it was reported that the surveillance radar and FLIR were not reliable enough, and the consoles fitted were inflexible. The mid-life upgrade may have improved the situation but of the three patrol airframes potentially available one of them is based year-round at Kangerlussuaq, Greenland.

Whatever the plus points of this aircraft are it remains a fast jet happiest at over 400 knots and significantly faster than the type of turboprop aircraft favoured by the British when patrolling the sea lanes. At that sort of speed there can be little expectation of spotting migrant activity in the dunes.

Presumably because the transponder has been disabled to deflect the interest of flight tracking apps there is no information about any flights since the first day.

IRELAND

NEW TENDER: A new €800M competitive tender for the Coast Guard search and rescue (SAR) helicopter service has been published by the Government.

The contract will see an operator for the search and rescue service appointed by the Department of Transport for a period of 10 years, with the option to extend for a further three. The current 10-year contract dates from 2012 at a value of €600M is operated by Canadian firm CHC (Canadian Holding Company) via its Irish subsidiary, CHC Ireland. Ireland's five Coast Guard helicopters fly in the region of 700 missions per year.

The elements of the Services which define the minimum requirements are the provision of three (3) helicopters and a fixed wing aircraft on standby for Coast Guard aviation tasking.

NORWAY

COAST GUARD: With Australian military recently deciding to discard its variation of the NH Industries NH-90 for new buy Blackhawk's things are not going well for the type. In Norway the cost and availability limitations of the NH-90 are also forcing a rethink in the provision of Coast Guard services.

The original plan was for the type to supplement the rescue and coast guard roles of the EH-101 helicopters, but it has been decided that the NH-90 will not efficiently meet that need.

The Norwegian Defence Materiel Agency (NDMA) has released a new RfI to explore market interest from commercial vendors for supply of new coast guard helicopters on lease as a potential way to overcome the perceived shortfalls of the NH-90.

The Milestone Aviation Group Limited announced last month that they are to provide two Sikorsky S-92 Search and Rescue (SAR) helicopters to CHC Helicopters in support of a multi-year contract recently awarded to CHC by Norway's Ministry of Justice for search and rescue (SAR) services.

Delivering in this month (January), the helicopters will be based in Tromsø, Norway, and will commence missions shortly thereafter.

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UNITED KINGDOM

MIGRANTS: Illegal traffic from mainland Europe to southern Britain eased in December with a change in weather conditions. Whenever a suitable quiet period in the weather presented itself the makeshift specially built boats reappeared and further boosted the numbers making the crossing.

Again, the problems between the French and English emerged – Brexit, fishing quotas, and sovereignty being the main drivers that diverted attention from resolving lifesaving and law enforcement measures. The UK can send soldiers to Poland, to reinforce their border with Belarus, but the French struggle with NATO allies on French soil, which was not a problem in 1944! Even though the French might seem to have more than enough of their own resources politics seems to drive the RDAF being permitted send a surveillance aircraft to Lille to patrol the coasts of Belgium and France, but the RAF and HM Coastguard aircraft are not welcome!

ENGLISH CHANNEL UPDATE

Following the deaths of 27 migrants who were attempting to cross the English Channel in a large inflatable boat, which sank shortly after leaving the French coast, the British Prime Minister, The Rt Hon Boris Johnson MP wrote to the French President, Emmanuel Macron with the offer of joint patrols, on land, at sea and in the air. This tragedy, with the loss of at least 27 lives, occurred on November 24, the Prime Minister wrote to President Macron the next day, on the November 25. However, his offer of support was immediately rejected by President Macron who referred to a difficulty with sovereignty!



Right: The remains of the inflatable boat which was carrying 27 migrants who perished in the Pas-de-Calais stretch of Le Manche (English Channel) on the November 24, 2021.

THE EUROPEAN RESPONSE

On November 28, at a meeting in Calais, ministers from Belgium, France, the Netherlands, Germany and the European Union agreed to request air support, not from the United Kingdom, but from the European Border and Coast Guard Agency (Frontex). On December 1 a Bombardier CL 604 Challenger aircraft of the Royal Danish Air Force (RDAF) was deployed to Lille, in France, to patrol the English Channel. However, with more than 28,000 migrants crossing the Channel in 2021, there were just 8,461 in 2020, is this an example of too little, too late? Moreover, is just one open ocean, 'blue water' maritime patrol aircraft, developed from a 'bizjet', the right aircraft for this particular mission? Or would a joint air patrol with several aircraft from countries belonging to the North Atlantic Treaty Organisation (NATO), including Belgium, Denmark, France and the United Kingdom, be more successful?



Is the Bombardier CL 604 Challenger the right aircraft to detect migrants launching inflatable boats from secluded beaches in Belgium and France? The Danish operate four aircraft of this type, one is assigned to VIP roles and three to reconnaissance. One of the specialist airframes was posted full time to Greenland earlier this year which effectively reduces availability to undertake duties around Denmark and over the Channel beaches. As a type that is some 100 knots faster than most of the assets operated by the UK there might be questions asked about its suitability.

Other nominally unsuitable aircraft that have been used in the past, but without any notable success, including from the Royal Air Force, the Boeing P-8 Poseidon maritime patrol aircraft, the Beechcraft Shadow R1 surveillance aircraft and the Airbus A400M Atlas large transport aircraft all very heavy metal and more of an initial 'knee jerk' reaction to an emerging problem. Currently, HM Coastguard deploy a Beechcraft King Air and a Piper Navajo to report those migrants who have entered UK waters whilst the UK Border Force uses a Tekever AR5 Evolution Mk2 drone to patrol the British side of the median line.

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In British waters, north of the median line, Her Majesty's Coastguard patrol the English Channel with a Beechcraft King Air and Piper Navajo configured as maritime patrol aircraft.

SUCCESSFUL MISSION

Due to adverse weather the RDAF Challenger MPA spent several days on standby, at Lille, before completing what has been reported as a very successful patrol of the Belgium and French coast, the Pas-de-Calais, which lasted 5 hours 30 minutes. One of the crew, 1st Lieutenant Tim Wezelensburg, reported, *"This has been the busiest morning so far."* He added that the Danish crew were pleased that they had caught their first smuggler. The alleged criminal was spotted dropping off a boat on a beach near Calais and was tracked using radar and heat cameras back to a nearby apartment, allowing a French police officer, who was on board the aircraft, to alert his colleagues. Meanwhile over 100 made the crossing more or less successfully.

Despite the Frontex press release of a very positive first sortie, together with the report in 'The Daily Telegraph', it seems many migrant boats were missed by the crew of the CL-604. According to the BBC, 917 migrants crossed the Channel in 29 boats during the same period!

The cabin of the RDAF Challenger maritime patrol aircraft showing the workstations used by the sensor operators. Small rubber boats and individuals will have a tiny signature for sensors and there is little sign that the jet aircraft have large observation windows to undertake visual searches. Is the aircraft fit for purpose?



A PROPORTIONAL RESPONSE

Rather than using 'heavy metal' to detect and, hopefully, deter migrants from launching inflatable boats from secluded beaches in Belgium and northern France is a more proportional response required? On occasion, the French Police Aux Frontier (Border Police) will complete a coastal patrol in a Cessna C172S Skyhawk, but with thousands of migrants still risking their lives, these air patrols have, to date, not been frequent enough to be deemed a success. Moreover, searching a beach, including sand dunes, with a maritime patrol aircraft, an adapted 'bizjet', may yet prove to be too expensive to be persistent, to be successful, in the long term

HIGH AND FAST, OR LOW AND SLOW?

The most useful aircraft for this particular mission, flying low and slow, may yet prove to be a light, 'spotter' aircraft, typically the Saab T-17 Supporter (Saab Safari) which is also operated by the RDAF but not assigned to Frontex missions. Other aircraft, those favoured by the US Civil Air Patrol, include the Cessna 172 and Cessna 182 which are used to complete search and rescue missions on behalf of the US Air Force Rescue Coordination Centre at Tyndall Air Force Base in Florida, together with border protection missions flown on behalf of the US Department of Homeland Security. Without doubt 2022 will provide many more opportunities for the British, the Belgians and the French, together with the RDAF, to learn from their experience. Hopefully they will, in the New Year, move forward with joint, integrated operations on land, at sea and in the air. Operations that, in the air, include a proportional response to detecting migrants whilst, at the same time, deterring those who plan to risk their lives by crossing the English Channel, one of the world's busiest shipping lanes, in an unseaworthy inflatable boat, a boat which is often grossly overloaded. The same boats which have been recently described by the UK National Crime Agency as 'death traps!

Would the Saab T-17 Supporter of the RDAF, rather than the CL 604 Challenger, be the better aircraft for persistent air patrols of the beaches of northern France? Those beaches which are frequented by migrants hoping to launch inflatable boats.

Note:

The author, Tony Cowan began his career in aviation as a member of the RAF Air Cadets before completing 41 years of military service with the regular RAF and in the RAF Reserves. Operational flying took place with the C-130 Hercules and with the 'Mighty Hunter', the BAe Nimrod. The latter including the longest operational flight, 19 hours 5 minutes, as captain of Crew 7, No 201 Squadron during the Falklands conflict. At the other end of the scale Cowan also flew three of the RAF's elementary training aircraft, the Chipmunk, the Bulldog and the Grob Tutor. This included Exercise Northern Venture, a circumnavigation of the Northern Hemisphere with two Chipmunks supported by a BN Islander. This clearly illustrates a broad knowledge of heavy metal and the lighter side. After retiring from regular RAF service his flying career continued as a police pilot with the former Northeast Air Support Unit and as an air ambulance pilot with the Scottish Air Ambulance Service, again flying the ubiquitous BN Islander.

Ed: By the end of last year, with the final days still unreported more than ten times as many made the crossing in December 2021 as did in the same period of 2020 – at least 1,770 compared with 171. The final total of official arrivals was at least 28,401 (to 27/12) to which may be added those who crossed undetected, those turned back by the French authorities and an unknown number who simply disappeared in the cold grey waters off the coast. I suspect this story will be updated with final numbers next month.

UNITED STATES

ARIZONA: An injured female hiker, Katalin Metro, then 74, who was placed in a stretcher and picked up by an emergency services helicopter in 2019 has been compensated after the rescue flight went wrong.

The stretcher spun out of control while she was airlifted off of an Arizona mountain and it has been decided that she will receive \$450,000, as compensation for her experience.

Metro was hiking Piestewa Peak on June 4, 2019 when she fell and required assistance getting off the trail, she was placed in a rescue basket and airlifted beneath a A109 helicopter N109FB by firefighters. But the cable line meant to keep the basket from spinning broke during the rescue and sent her into an uncontrollable spin which was recorded by an observing Fox TV station helicopter. [Merced SunStar]



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INDUSTRY



Airbus Helicopters delivered the first ever H160 to Japanese operator All Nippon Helicopter (ANH), heralding a new chapter for this next generation twin-engine helicopter. With 68 patents, the innovative H160 is the world's most technologically advanced helicopter. The multi-role H160 was delivered from Airbus' helicopter facility in Kobe, Japan, where flight training and specialised equipment installation for electronic news gathering will be performed before the helicopter's entry into service next year.

Two independent, hospital-owned, not-for-profit air ambulance operations, **Life Flight Network and Life Link** signed a letter of intent to launch a strategic alliance. This alliance will bring the organisations together to collaborate on best practices, process improvement, quality initiatives, and safety, all with a focus on the patients and communities they serve. The alliance formalises a long-standing collaborative relationship between the two organisations.

Life Flight Network and Life Link III are similarly structured air medical consortiums, utilising similar onboard medical equipment and operating many of the same aircraft models. Together they have shared their resources and expertise over the years, drawing on the best of each organisation. Executive leadership from both organisations will now meet routinely, establishing benchmarks and metrics that promote shared learning and raise the bar on industry standards.

Headquartered in Aurora, Oregon, Life Flight Network operates 25 bases across Oregon, Idaho, Washington, and Montana. Life Link III operates 10 bases across Minnesota and Wisconsin and is headquartered in Bloomington, Minnesota. Both organizations have been honoured as 'Program of the Year' by the Association of Air Medical Services (AAMS), with Life Link III being honoured in 2017 and Life Flight Network in 2009 and 2021.

Axnes is the supplier of the PNG WICS for the **Intermountain Life Flight** operation. Using WICS technology as a wireless intercommunication extension system, PNG technology brings unprecedented capabilities to the crew and demonstrates a proven operational benefit. The equipment is easy to operate and significantly enhances safety. The PNG system enables line-of-sight wireless communication with full AES 256 grade encryption for secure transmission.

The DO-160G (environmental-airborne) and DO-178C (software-airborne) qualified PNG WICS is integrated with the aircraft intercom system increasing mission capability and operational safety for the most challenging scenarios, particular during rescue hoist missions. The PNG WICS frees crew members from the encumbrance of wired connections to the intercom while minimizing the potential for ICS cord snag hazards. Additionally, PNG provides for the ability to move freely within as well as outside the aircraft while maintaining real-time communications with the crew.

Axnes has now partnered with **San Diego Gas & Electric®** (SDG&E®), a premier organization in the US Energy sector to use the Axnes PNG Wireless ICS (WICS) extension system for their utility helicopter fleet. The system will be used to improve communication, safety, and situational awareness for their crews during infrastructure service operations, such as Power Line servicing, maintenance, and repair. SDG&E is the first utility operator in the US energy infrastructure sector to adopt the AXNES WICS for their operations.



In late November Russia's **Federal Air Transport Agency** (Rosaviatsiya) issued a type certificate for an all-new Ka-62 civil helicopter to Russian Helicopters holding company of Rostec State Corporation. The document allows sales of the helicopter into the Russian market.

Ka-62 helicopter flight test program was launched in 2017 using three prototypes that performed 434 flights with a total duration of about 700 hours. During the flight tests, specialists of Mil & Kamov National Helicopter Center assessed overall operability of the helicopter and checked functioning of the main systems of power supply, on-board equipment and engine unit.

Ed: Despite the manufacturers mention of 2017 as the start date, as with many other Russian helicopter projects including the Ansat, the development of this helicopter design has been long. The design was launched as what appeared to be a Dauphin copy in 1984, but the first prototype Ka-60-01 flew in December 1998, and the second in 2007. The project utilising Russian engines ran into development problems and failed to progress until a civil version, the Ka-62, was proposed in 2012 to be fitted with Western engines and several major changes in the structure. Deliveries should begin this year with projections of six units in 2022, eight in 2023 and 10 in 2024.



Honouring over 27 years of fighting crime together, the UK arm of US stolen vehicle recovery (SVR) expert, LoJack, known as **Tracker Network (UK) Ltd**, is now offering a 20% product discount to all current and retired members of the U.K. Police Service. This new offer celebrates the success of the partnership and reaffirms Tracker's unrivalled position as the only stolen vehicle recovery expert to have its systems embedded into all police forces nationwide.

Since the start of the successful relationship, Tracker and the U.K. Police Service has jointly recovered over £567M worth of stolen vehicles, made 2,827 arrests from cars fitted with Tracker products and continue to recover on average £1M worth of stolen vehicles each month. By

offering current and retired service members a discount on their own personal products, Tracker is able to thank the forces across the country for helping the business to successfully recover stolen vehicles and return them to their rightful owners.

Tracker's detection units are fitted on over 2,000 police patrol cars and throughout the national fleet of police helicopters that comprise the National Police Air Service (NPAS), as well as at most major seaports. Tracker's combination of VHF with GPS/GSM technology makes its units resistant to GPS/GSM jamming and enables the police to pinpoint a stolen vehicle if it is hidden in an underground car park, container or lock-up. This makes it particularly valuable for detecting stolen vehicles often hidden in containers at major UK seaports.

Tracker's Mesh Network technology has also been instrumental in locating stolen vehicles. When a vehicle fitted with a Tracker unit passes any Tracker equipped vehicle that has been reported stolen, the unique Mesh Network listens and automatically sends a silent signal to Tracker's Head Quarters and the police, providing the location of the stolen asset. www.Tracker.co.uk

Nearly all of the Royal Canadian Air Force's Maritime fleet of **Sikorsky CH-148 Cyclone** helicopters are undergoing repairs after cracks were found in the tails of the aircraft. After the cracks were found on one of the Sikorsky-made helicopters during routine maintenance in late November other aircraft in the squadron were inspected and cracks were found in three more and eventually most of the fleet.

12 Wing Shearwater, which encompasses the entire fleet, is prioritizing the order of repair to maximize return to serviceability for each aircraft, according to a Department of National Defence statement.



Although the need for the emergency services to be seen to embrace sustainable technology in its operations is decades away the options will still need to be looked at – possibly from afar. *Or someone could employ someone dedicated to head up 'Futures and Innovation.'* Perhaps sustainable fuel will come first but other options including electric, and hydrogen

may prove viable in time.

ZeroAvia the leading innovator in zero-emission aviation powertrains, and De Havilland Aircraft of Canada have announced that they have entered into a Memorandum of Understanding (MOU) to develop a line-fit and retrofit program for De Havilland Canada's aircraft models, using hydrogen-electric propulsion in both new and in service aircraft.

As part of the MOU, De Havilland Canada will be issued options to purchase 50 ZeroAvia hydrogen-electric engines. These options will be confirmed once a definitive agreement has been completed between De Havilland Canada and ZeroAvia.

The companies intend to work together on a service bulletin for the Dash 8-400 type certificate offering ZeroAvia's hydrogen-electric engine as a line-fit option for new aircraft, as well as developing an OEM-approved retrofit program for in-service aircraft. This program will target the use of ZeroAvia's 2MW+ powertrain (ZA2000) for Dash 8-400 aircraft.

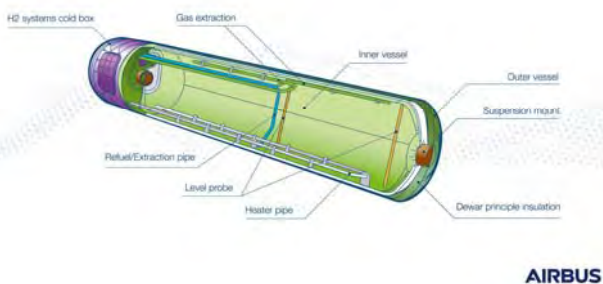
As part of the program, ZeroAvia will develop a flight demonstrator, with De Havilland Canada's support, using a Dash 8-400 aircraft to aid certification and showcase the operational and commercial potential of the engine. The intention is to identify a suitable existing route utilising the aircraft and aim for entry into service within the next five years. ZeroAvia and De Havilland Canada intend to jointly market aircraft powered by the hydrogen-electric engines to operators with power-by-the-hour (PBH) support.

In October, ZeroAvia announced a development collaboration with Alaska Air Group, the parent company of Alaska Airlines, for a hydrogen-electric powertrain capable of flying 76-seat regional aircraft in excess of 500 nautical miles, starting with initial deployment into a full-size Dash 8-400 aircraft. <https://dehavilland.com>

Hydrogen is one of the most promising technologies to reduce aviation's climate impact. When generated from renewable energy sources, it emits zero CO2. Significantly, it delivers approximately three times the energy per unit mass of conventional jet fuel and more than 100 times that of lithium-ion batteries. This might make it suited to powering aircraft, but it has inherent issues relating to storage and as we know from previous aviation uses of the gas - safety.



Liquid H₂ tank



Storing hydrogen on-board an aircraft poses several challenges. Hydrogen may provide more energy by mass than kerosene fuel, but it delivers less energy by volume. At normal atmospheric pressure and ambient temperature, you would need approximately 3,000 litres of gaseous hydrogen to achieve the same amount of energy as one litre of kerosene fuel.

Clearly this is not feasible for aviation. Pressurising the hydrogen at 700 bars – as favoured by the automotive sector – reduces the 3,000 litres to six.

A further improvement can be achieved by taking the temperature down to minus 253°C, transforming it from a gas to a liquid. Four litres of liquid hydrogen would be the equivalent of one litre of standard jet fuel. Maintaining low temperatures require specialist storage tanks, currently an inner and outer tank with a vacuum in between, and multi-layer insulation. The involvement of Airbus in the Ariane space programme has given them knowledge of the technology involved but there are many differences between single use space launcher technology and that of creating a safe system for use on a commercial aircraft capable of thousands of flights.



SPAES developed and manufactured two MedWall adapters for the attachment of medical equipment to a Patient Transport Unit (PTU) in a Boeing 757. The Medwall is part of the pre-installed PTU. In order to attach the equipment there, the so-called Medwall adapter is needed, because there is no possibility to attach standardised medical equipment mounts directly to the PTU.

In order to develop the preliminary design, the customer provided the data of the PTU interfaces, the design was developed and the required strength assumptions were determined. Afterwards, 3D printing was used to manufacture the connecting elements to the PTU. The final approval was given by the customer after successful testing.

SPAES GmbH & Co. KG specialise in mission equipment and medical systems, the portfolio includes products and services, but also the design and certification of special equipment, own products and EMS systems, as well as their integration and certification for aircraft and helicopters, certified according to European aviation norms and standards.

As an independent EASA Part 21J Design Organization SPAES offers the execution of Supplemental Type Certificate (STC), Minor Change and Minor Repair for the areas of avionics, cabin, structure, electrical systems, night vision imaging systems and medical equipment utilising its own ASA Part 21G Production Organisation and Part 145 installers. The company was founded in Mannheim in 2014 and moved in 2019 to Karlsruhe.



Medwall adapters ©SPAES

If you have a need to operate or sell and support **ITAR** equipment and need the knowledge to do so then an event scheduled for May 17-18, 2022, in Scottsdale, Arizona will be of interest. An intensive two-day learning experience focused on the basics of the ITAR and EAR. Seminar Level I focus on the principles of defence trade controls with practical examples, case studies, and small group discussions and provides attendees with insight into the application of export controls. Topics include State/DDTC and the Regulations, Understanding ITAR-Controlled Technical Data, How to Complete a DSP-5, Licensing Non-U.S. Persons, Utilising ITAR Exemptions, Recordkeeping, and Compliance in the Age of Export Reform.

With a giant belly pod housing a radar antenna array on a Piper Navajo PA 31, Airborne Technologies has once again proven its competence in developing and producing carbon fibre radomes of all kinds.

For this project Airborne Technologies partners with the Italian-Dutch company MetaSensing, which is focused on advanced radar technology. On behalf of ESA (European Space Agency), equipment is to be tested before its final use for satellites. The radar antennas are mounted on a stabilising unit inside the fuselage of the aircraft – compensating motion and simulating the situation in the orbit.

The phase of functional test flights starts shortly with a permit to fly, working towards the final STC.



Suitably parked in front of the hangar scheduled to house PAVCon 2022 the PA31 is just one project that will be on view in June



ACCIDENTS AND INCIDENTS

26 August 2021 BeechJet BE400A N489AM. Air ambulance of AirMed International, LLC Birmingham, Alabama, USA During an early morning landing at KICT, a large number of small birds were startled, and then took off directly into the path of the aircraft as we were landing. Engine ingestion to both engines, hits along the leading edge of the wings. Inspected aircraft and found no damage. Cleaned the aircraft and returned to service. [Concern]

20 November 2021 Airbus Helicopters H145 LN-OOS Norsk Luftambulans The helicopter was out looking for three persons lost in the mountains. The helicopter had to wait in heavy snow showers while boarding the passengers. The crew were aware of a power line they had to be careful to avoid while navigating out of the valley. Due to the heavy snow the crew had issues locating the power line. As they were searching for the power line one of the engines suddenly stopped. The crew immediately landed safely, and shortly after landing the other engine also stopped after it touched down in Bronnoysund. Nobody was injured in the incident.

Ed: As a result of this incident, in early December Airbus Helicopters banned H145 light-twins fitted with inlet barrier filters (IBFs) from flying in snowy conditions.

A safety information notice (SIN) issued by the manufacturer prevents IBF-equipped H145s from flying in falling or blowing snow, or in temperatures lower than 5°C (41°F) where there is visible humidity such as sleet, ice, or fog or clouds reducing visibility below 800m (2,620ft).

Details of the restrictions were released by the Norwegian Air Ambulance service, which operates a number of affected H145s. It is now modifying those helicopters to remove their IBFs.

While investigations into the cause of the incident are still continuing, the SIN – details of which were posted on the Pprune Rotorheads internet forum – notes that “partial icing of the IBF engine intake cannot be excluded as a reason for the flame out”.

It adds: “Partial icing of the IBF engine intake can occur even when no signs or only light traces of snow or ice are visible on the helicopter.”

Flight International suggests that around 75% of the current fleet of just over 550 helicopters operate in countries where you could reasonably expect temperatures to be as low as, or lower, than 5°C but it is difficult to say exactly how many of them are equipped with the IBF option.

30 November 2021 Mil Mi-17 20136 Azerbaijan’s State Border Service. Crashed north of the capital with 18 officers on board, killing 14. Two more were injured when the Russian-built helicopter crashed shortly before landing at the Garaheybat training ground. The dead included a colonel, a lieutenant colonel, five majors, four captains, a senior lieutenant, and a lieutenant. The injured were hospitalised, but their condition is satisfactory.

The helicopter departed from the Sangachal airfield to participate in an exercise and crashed while landing at the Garaheybat training centre, as a result of which 14 were killed and two injured.

2 December 2021 MD500 N911PH. St Louis County Police Department. While undertaking practice autorotational landings helicopter made an emergency landing on the main runway at the Spirit of Saint Louis airport in Chesterfield, the heavy landing resulted in the MRB severing the tail boom and destroying the main blades. Helicopter remained upright. No reports of injuries or other damage.

The helicopter made an emergency landing on the main runway of the airport around 1 p.m. According to police, the pilots were not injured and there was minor damage to the airport.

8 December 2021 Beechcraft Hawker 800XP N823AM. Air ambulance of AirMed International, LLC., of Birmingham, Alabama USA. Pilot, Co-pilot and two in the medical team were aboard during take-off from Frankfurt Main International · Located in Frankfurt, GERMANY [EDDF] on runway 25L, a bird flew low from the left side of the runway and was ingested into the number one engine. Pilots followed procedures and an abort was initiated, and the aircraft taxied back to the ramp. The patient was returned to the hospital. Flight aborted. Engine replacement was required as there was considerable damage. [Concern]

9 December 2021 Bombardier LearJet 35A N46MF Air ambulance of Med Flight Air Ambulance Inc., with five occupants landing at Grants-Milan Municipal Airport, Grants, New Mexico experience a runway excursion. Damage unknown but no injuries. [ASN]

12 December 2021 Bell 407 N434PH Air ambulance operated by PHI Health LLC undertaking autorotation pilot training at Conroe North Houston Regional Airport, Texas. Pilot could not recover and performed controlled emergency landing. Damage and injuries unknown. [ASN]

13 December 2021 Bell 429 N920PD Police helicopter of New York Police Department. Engine issue while in the hover over helipad resulting in a hard landing, skids and lower fuselage damage. No injuries on two crew. [ASN]

20 December 2021 Eurocopter AS350 5R-MON. Madagascar Military. A military helicopter carrying a police officer and a 57 year old former officer, Serge Gelle, the country's secretary of state for police, crashed in the sea off Fenerive-Est in Madagascar's northeast region. Twelve hours later both swam ashore near the seaside town of Mahambo. The flight had been to inspect the site of a recent multi-fatality shipwreck of a cargo ship with 130 migrants said to be on board. Two other passengers are missing. [Media]

22 December 2021 Air Tractor AT-802 EC-HKT Firefighting aircraft operated by Martinez Ridao Chile Ltd. While operating near Lanalhue Lake, Chile came under gunfire and received some hits. Landed safely at Angol-Los Confinos without further damage. [ASN]

27 December 2021 Bombardier Lear Jet 35A N880Z. Air ambulance of Med Jet LLC. The jet took off from John Wayne Airport in Santa Ana, California and crashed at Gillespie Field in El Cajon, California, USA after a 19-minute flight. Having changed the IFR approach scheduled landing runway from 17 to the longer 27R the jet with four aboard was making a visual approach from the north. The pilot cancelled his IFR clearance after flying a GPS instrument approach to Runway 17. The tower controller instructed him to cross over the airport to the south and enter a left downwind. The aircraft came down on a residential street killing the two pilots and two medical crew on board, no one on the ground was injured. Weather at the time was reported as VFR with light winds, but with local rain. [AvWeb/ASN]

29 December 2021 Bell 412 LV-KAI Fight fighting helicopter operated by Helicopteros del Pacifico Ltd was dropping water in the area of Quillen, a lake located in the province of Neuquen in the rugged Patagonia region of southern Argentina when it crashed killing two crew members (the pilot and a mechanic). More than 200 fire brigades and a dozen aircraft were fighting fires in the Nahuel Huapi National Park and other parts of Patagonia. [Reuters/Press/ASN]

ERRATUM

Last month's report on the accident to a helicopter in the days before the HAI Heli-Expo in Anaheim contained a classic error in informing the reader that one of the fatalities, Kobe Bryant played basketball, not football. Apologies to the many US readers who noticed the error and told the editor and to those that noticed and did not bother.

UNMANNED

Red Cat holdings Inc, a hardware-enabled software provider to the drone industry, has announced that its subsidiary Teal Drones has been awarded a firm-fixed-price, multiple award blanket purchase agreement (BPA) by the United States Customs and Border Protection as one of five contractors.

Through the BPA, Department of Homeland Security agencies can place orders for unmanned aircraft systems (UAS). The drones will provide supplemental airborne reconnaissance, surveillance, and tracking capability to enhance situational awareness for field commanders and agents in areas that lack nearby traditional surveillance systems or available manned air support.

I was unsure whether to file this as 'Unmanned' or in the lunatic projects section of 'Move along there,' but as there is little drone material this month I decided on the former.

At the start of January the Sunday Telegraph and other newspapers in the UK ran a column under the headline 'Phone a drone...' that appears to come straight out of the unbelievable classics. It appears that the Home Office has been in receipt of a plan that will make unmanned aircraft with a spotlight on available to survey and protect vulnerable people out on the streets and get to them in under four minutes. These persons in danger of being stalked or attacked would be able to use a phone app to summon a drone which could arrive within minutes 'armed' with a spotlight and a thermal camera to frighten off any potential assailant.

Who writes this rubbish?

Well according to the Telegraph it is a team of 'former police officers and CAA experts' led by Richard Gill, founder of Drone Defence a security consultancy who was educated at Northampton University and was in army intelligence, working with Nottingham University on a plan that would start by securing the safety of the people on the campus.

They are after some cash to run a proof of concept for a year that would be far cheaper than running a police helicopter on a similar mission. They reckon the £7M police helicopter would cost £3,200 an hour but that they could secure the campus 24/7 with just 25



drones offering 250 hours coverage a day from five bases across Nottingham.

That is twenty five Aeroguard drones at a quoted cost of £35,000 each (£0.87M) but the regulations would need to catch up first and that may be something of a delaying factor. The spectre of BVLOS returns, call in the Head of Futures and Innovation...

Under current regulations that might require 50 pilots (one flying the device and one to monitor) plus other staff, a base, tea trolley and all the other ephemera that drones require. It would not take long to rack up the cost of a highly mobile helicopter!

And all this assumes the vulnerable person has thought to download the app in the first place because they thought they were likely in danger. If its that dangerous perhaps the Home Office should consider employing more police persons in the dark hours and putting them on the streets. You can employ a lot of people for the costs being proposed here., meanwhile the vulnerable should stay in and watch Master chef or something?

Some of this isn't really adding up of course. But hey it's a great free PR exercise for the business!!

PEOPLE

In mid-December William "Bill" Long, the Head of Operational Marketing at Airbus Helicopters in Oxford moved on to a new post after working at Oxford for ten years. He was the public face of sales into the emergency services in the UK.

He remains an employee of Airbus, retaining the same e-mail and cell phone but has moved over into a new military sales and research organisation called the Defence Solutions Centre (DSC), part of the Defence Growth Partnership. DSC is based at Farnborough, Hampshire and is a joint operation between government and industry.

Airbus Helicopters are recruiting a successor for the Oxford sales department, but no one has been nominated yet.

MOVE ALONG THERE

December was a difficult month in British policing. Firstly, a former police officer who believed it was his right to comment on what he believed in using Twitter was backed by the courts, and the edicts promulgated by the all-powerful "Kolledge of plicing" were wrong. It is they of course that believe only super intelligent people can be police persons – but they got this one wrong. The second story related to a failing organisation – The Police Federation of England and Wales.

An appeals court has ruled in favour of ex-Lincolnshire police officer Harry Miller, declaring that "gender critical" comments should not have been classed as "hate incidents" by police. The so-called gender critical tweets from his account, which was later suspended by Twitter, included one which read: "I was assigned mammal at birth, but my orientation is fish. Don't mis-species me." Although Miller was not charged with any crime, his actions were recorded as a non-crime "hate incident".

In response, Miller launched two-pronged legal action against the College of Policing, arguing against the recording of his comments as a hate incident, and against the guidance itself on non-crime hate incidents from the college.

He said: "Being offensive is not, and should not be an offence." The judges agreed.

The New Year was marked by a heart warming public message to the men, women and undecided of NPAS by Chief Inspector Warren Pitman. He chose Linked In for his public item but hopefully he also sent it direct to the staff under him (he is apparently decided on his gender as he shows a status of he/him, good to know the little details). Anyway he found time in his busy schedule to buoy up the spirits of the troops in these confusing times.

It was perhaps unfortunate that his message was damaged by a consistent typo—I guess the spell check was 'cancelled' - for repeated references to thier rather than their but hey who is perfect.

Meanwhile despite the burning of much midday oil there is still no indication who is to run NPAS in less than four months time but the rumours that they are trying to embarrass the Met and Midlands into doing it persist.

Staff turnover is consistent as apparently they will soon need more TFOs. No mention of pilots but that is no doubt a different department.

I am unsure whether anyone, especially an intelligent being, would want to commit their futures to joining an organisation that does not identify who it is and who it will be in the near future! Clearly they urgently need a **Head of Futures and Innovation**.



It was not long ago that John Apter announced that he was retiring from his job as leader of the Police Federation in the New Year but it looks as if he was a bit slow in making the break. As Christmas approached he was dramatically suspended after being accused of sexual misconduct by a female officer. Apter, who represents 130,000 rank-and-file officers in England and Wales, is facing a probe by the police watchdog after being accused of sexual impropriety. The high-profile officer had his warrant card taken away by colleagues from his home force – Hampshire Police.

Twenty years ago he was a Federation representative for Hampshire Police, his present post is simply a progression of those humble beginnings. He was elected head of the highly influential staff association in May 2018. Some would say he filled his post with honour and expertise and his suspension will send shockwaves through the ranks he represented from constables to chief inspector, others may moderate their opinions.



Over the years *Police Aviation News* has ‘discussed’ with John Apter and his office how the Hampshire Police Air Support Unit fixed wing operation was allowed to be sacrificed on the path to NPAS with little real protest and how the Police Federation consistently declined to assist members of NPAS who felt they were being badly treated by the organisation. The reaction has been to dismiss the subject.

FUTURE EVENTS

15-16 July 2022 DefenPol China 2022 the 6th Guangzhou International Defence and Police Exhibition & Summit to be held at the Nan Fung International Convention and Exhibition Centre (NICEC) Organised by the Guangzhou and Shanghai Bayern Messe Co. Ltd., info@bayernmesse.com

DefenPol China2022
the 6th Guangzhou International Defense and Police Exhibition & Summit
15-16 July 2022
NICEC(Guangzhou)

Estimated scale:
 280+ Exhibitors
 20000 Sqm
 11000+ Professional Visitors
 pavilions :Russia,Turkey,Israel, France,Italy,Canada,UAE

www.defenpolchina.com

6-8 PAVCon Europe 2022 in Austria. For the time being there appear to be more than a hundred companies interested in attending and exhibiting in Austria. That enthusiasm is expected to wane and the numbers will fall back to the 40-50 maximum exhibitor level PAVCon is used to. Putting a limit on the numbers may be an attraction in itself. It may even expand interest in a significant static line up. As a private airfield we should not face the frenetic repair job undertaken in 2019 when in Amsterdam. That started in a large hangar on an international airport and ended up in a very welcoming and efficient hotel. The Austria event is the first since then so it will hopefully not repeat that level of difficulty.

Although a visit to Austria to finalise the details has been delayed by a current state of Covid lock down in the country an initial guide to the event and booking forms are now on-line. The content of the guide does not cover all aspects pending more information being gained from the on-site visit. www.pavconeurope.eu

PAVCon
 POLICE AVIATION CONFERENCE

6-8 June 2022
Wiener Neustadt, Austria

The Networking continues
www.pavconeurope.eu

UPCOMING EVENTS

7-8 February 2022 Border Security 2022 Conference, London. The 15th Border Security Conference. With COVID-19 spreading across the globe, the security and integrity of a nation's borders has rarely been more important than now. Security protocols have been thrust into the global spotlight as border professionals have had to adapt and change their usual approaches while ensuring that their effectiveness is not compromised; a successful response has frequently hinged on the ability of a nation to prevent infected individuals from entering the country.

Amid this disruption, the problems of migration, cross-border criminality, and smart-borders have become even more critical as rogue elements seek to exploit the situation. These issues need to be addressed urgently by the international community.

Bringing together border forces, airport and port personnel, industry leaders and key international agencies, the conference provides an excellent opportunity to meet with key industry stakeholders and to hear from some of the world's leading voices. Border Security 2022 is a truly global event firmly established in the market - it is not to be missed.

7-10 March 2022 HAI Heli-Expo 2022 in Dallas, Texas. Convention Center, 650 South Griffin Street, Dallas, TX Hundreds of education courses with 17,000 industry professionals and 650+ exhibitors.

15-17 March 2021 Home Office Security & Policing, the official Government global security event, will return as a live event for its 40th anniversary. Farnborough International Exhibition and Conference Centre

FOR MORE INFORMATION VISIT: WWW.PUBLICSAFETYAVIATION.ORG



MONDAY, MARCH 7, 2022

APSA RESCUE SUMMIT 2022

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