

Police Aviation News

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POLIZEI

ALEA Conference & Expo Tucson AZ Preview

**New training aid revealed in Wales
LA County Sheriff orders new fleet
New leader for Wiltshire charity revealed
SAR-H 'on hold' but for how long?**

Michael Mau

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LAW ENFORCEMENT AVIATION

AUSTRALIA

WESTERN AUSTRALIA: Last month at the HeliPacific conference and exhibition Australian Aerospace announced that they had sold a Eurocopter Dauphin AS365N3+ helicopter to the Western Australian Police Service.

The contract, worth more than \$10M, will provide a second helicopter for the state's police from September 2011. [EC]

BURKINO FASO

Previously known as Upper Volta, this former French African colony was granted independence in August 1960 and does not seem to have ever operated police aircraft. That changed last year with the delivery of the first two, of four, Celler Aviation XENON autogyro's for security patrols.

Additional details of the type are provided in last month's Special Edition report on the PAvCon and Aeroexpo Europe in the Czech Republic. [Cellier]



CAYMAN ISLANDS

The piloting and maintenance issues with the new police helicopter remain unresolved despite the best efforts of the unit and its Air Support Unit Operations Manager Steve Fitzgerald, a former UK air support manager. Temporary arrangements are still in place for the piloting and maintenance of the 1999 Eurocopter EC135T1 model but resolution of the outstanding problems is still 'expected shortly.'

Arrow Aviation of Louisiana, USA is undertaking the routine maintenance work, while pilot James McAlpine – initially brought down on a six-week secondment, is now expected to stay in the Islands until August while RCIPS work out piloting arrangements.

Despite having to adapt to circumstance one very positive aspect is that the annual budget for helicopter operations was \$1M; about \$100,000 less than what was first forecast.

Mr. Fitzgerald said the police and Central Tenders Committee are in discussions with a sole-source bidder – a local company – for maintenance services. Those talks are continuing.

Eurocopter EC635P2+ T-367 of the Swiss Air Force pictured undertaking police aviation operations 28 May 2010. This type replaced the Alouette III helicopters previously used. The Swiss Police are reliant upon the air force for their air support requirements.

Advertisements for engineering and pilotage services envisaged that police would hire in both from an outside contractor but that scenario has not attracted the interest of industry. The unit is now looking at direct hiring a pilot to fly the helicopter. This avenue might provide between 50-75% per cent cost savings and result in a civilian police employee of the RCIPS. The potential negative of this cost-effective move is if the pilot were to go long term sick the police would face finding a salary without having a pilot. [Cay Compass/PAR]

GERMANY

BAVARIA: At an official ceremony held at last month's ILA Berlin Air Show, the Bavarian State Minister of the Interior Joachim Herrmann accepted the keys to the eighth new EC135P2+ for the Bavarian Police. With this final delivery, the police force now has renewed its fleet of nine earlier versions of the EC135 helicopter.

The eight new helicopters represent a major investment in security for the Bavarian government, which launched an EU-wide call for tenders before accepting Eurocopter's winning bid and reaffirming their preference for the type.

The law enforcement package includes a FLIR (Forward Looking Infrared) camera, a high-resolution digital camera with day and night vision, SatCOM, GPS, a digital map system, tetra digital radio, an FLARM collision warning system, a tactical direction-finder, a digital flight management system and a GSM telephone system. The helicopter is certified for IFR flight (Instrument Flight Rules) and has a glass cockpit approved for use with night-vision goggles. It is also equipped with a roping system, a cargo hook and with four rescue winches that can optionally be fitted to any of the eight helicopters as needed. The contract signed with the Bavarian ministry also includes a ten-year 'Power-by-the-Hour' service agreement.

Last year, the Bavarian Police Helicopter Squadron flew 3,345 missions, totalling some 4,000 flight hours. Over 35% of these missions involved searches for missing persons, another 15% criminal investigations, and 10% were training flights. Aerial photography made up 15% of the missions. [ECD]

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Picture by: Mark A. Said/A.F.M. Air Wing

MALTA

ARMED FORCES: The Armed Forces of Malta's [AFM] new maritime patrol aircraft (MPA) was officially rolled out at Hawker Beechcraft's facilities in Wichita, Kansas, USA last month. After flight system testing the B200 aircraft, serial numbered BB2016, was flown to Germany.

Aerodata AG in Braunschweig will fit the aircraft with the Telephonics Corporation's RDR-1700B maritime surveillance and imaging radar, besides other mission related electronics before being delivered to the AFM's Air Wing early in February next year. This belly mounted search radar provides full 360 degree coverage of the marine environments. The RDR-1700B selected for this Maltese platform is the same radar recently demonstrated in December last year on the Northrop Grumman P6 Fire Scout Unmanned Aerial Vehicle (UAV).

This King Air B200 aircraft, being partially financed through the EU External Borders Fund, is a twin engine turbo prop utility aircraft that has been in production in various models since 1972, with over 3,500 of the type now in service all over the world. The AFM's version of the aircraft features a fully digital cockpit, increased maximum takeoff weight, and specialised surveillance and communications equipment to perform the maritime patrol mission. Powered by two Pratt & Whitney Canada PT6A-42 turboprops, producing 850 shp each, the B-200 can cruise at over 300 mph and has a service ceiling of 35,000 ft.

AFM officers were present for the roll out, and who have flown in the aircraft during the acceptance flying.

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UNITED KINGDOM

CHESHIRE: The police have been fielding a spate of complaints about the noise nuisance of the force's new £5.3M Eurocopter EC135P2+ G-CPAO which recently took over from their BN-2 spotter plane.

The official police line is that the noise issue is more about perception. It is a different type of noise. People are used to the constant drone of the fixed wing aircraft which was a lot noisier than the helicopter in the early days of operation."

The Hawarden-based helicopter, which operates at the same altitude as the plane of about 1,000-1,500ft, results in a noise level of about 84 decibels. [Elsmere Port Pioneer]

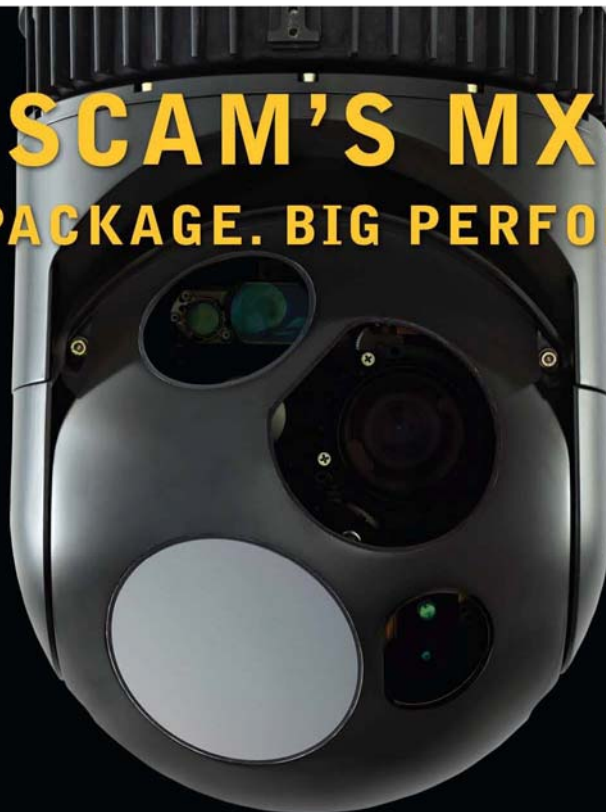
Ed: The BN-2 aircraft previously operated by the Cheshire Police has now left Cheshire and is now with the manufacturer. BN are to exhibit the aircraft at this month's Farnborough Air Show.

DYFED POWYS: The Agusta A109E has quietly moved away from the Llangunnor, Carmarthen police HQ base the unit has occupied for around 20 years.

The project to move out and take up residence at Pembrey, Carmarthenshire was started with a planning application in the first quarter of 2008, which though was preceded by four years of site selection and negotiations with the current occupants – the airfield and RAF—as well as a thwarted idea of moving to the civil airport in Swansea.

The dedicated police air support hangar, associated offices, apron, landing pad and parking is located in a secure area at BARC, Pembrey Circuit. That location is uncontrolled airspace but within the Pembrey Airport traffic zone (ATZ), and the Ministry of Defence Air Weapons

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Range at Pembrey.

The building and site are surrounded by a 2m high fence. The building is 33.3 metres in width, 17.8 metres in depth, and has a maximum height of 9 metres and of an arched roof design.

The planning application states that to mitigate a concern about flooding at the site the floor levels of the ancillary building and the helicopter pad are set above the levels of an extreme flood but other areas of the development site, notably the car park and the access/egress route to the site are not.

The existing facilities at the Police HQ faced a growing army of protesters, although the operational hours worked were less intrusive than many the noise on site was bad enough but the flight paths were increasingly affecting residential areas. The BARC site is currently located away from any substantial residential development and in an area where rotary and fixed wing aircraft currently take off and land so barring future encroachment the site should be secure for many years hence. [plans]

NORTHERN IRELAND: Members of the air unit were at Eurocopter UK, Oxford Airport in the middle of last month crawling over their new Eurocopter EC145 helicopter G-PSNO c/n 9296 prior to accepting it for service. Although details are sparse it can be expected that crew training will have taken place locally and that delivery of the aircraft for full crew training will commence at the beginning of July.

Ed: Where this leaves the two Eurocopter airframes, an AS355F2 and an EC135T1, that have been bolstering the hard pressed air support operations in the province remains un-

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clear. In theory they are no longer needed, but the situation in the area is not anywhere near as rosy as the politicians would like the public to believe. Yes it is far more law abiding in the wake of the so called 'Peace Process' but in these difficult financial times someone is unsure enough about the depth of the healing process to be bolstering PSNI air resources far beyond all other UK areas. That does not suggest a system exactly at ease with itself.

SOUTH & EAST WALES: The South Wales and Gwent Police helicopter operation [S&EW] is currently developing and trialling a new cost effective training aid for both observers and pilots at its base at RAF St. Athan, Wales.

All units face a tightening of purse strings and they each seek to significantly reduce costs in non-operational areas – training being a major area of potential savings. Pilot training using the Microsoft flight simulator is old news and many operators across the world make use of that to a greater or lesser degree. It was an off duty interest in the MS Flight Simulator that led to the ongoing developments in observer training. Flying the computer aid was clearly a substitute for pilot flight hours [as well as fun] but the increasing sophistication of the background image sourcing suggested that perhaps [non-pilot] air observers/tactical flight officers might also gain from such simple low-cost systems.

The intrusion of electronic systems, Garmin and Tom Tom GPS powered mapping systems and the like, into daily life has increasingly resulted in a generation unused to picking up and reading a printed map. Most sophisticated police aircraft are now equipped with similar systems but the back-up is, and always has been, the printed map and there are very few airborne law enforcement operations that do not carry a battered copy of an A to Z to the city somewhere in the cabin. Training in the base art is important but the most likely training

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scenario requires an element of flight hours and they cost dearly. The matter is even more urgent in the UK where SPIFR light twin helicopter flight hours cost so much. Providing each and every trainee observer with six real and dedicated flight hours is a major cost factor in any training budget.

Because of the nature of police work – *if you cannot see them there is no point in flying* – the training, both real and virtual, is all about VFR flight and as a result real training flight is not undertaken in marginal conditions which can at least delay the training process.

The aim is to turn out officers with the ability to map read street names without electronic aids and so ensure that the 24/7 capability of air support is not written off by digi-map failure.

The system is based on the relatively cheap and familiar Microsoft system married to three large screens that wrap around the student and an uprated background image database that presents the viewer with a readily identifiable visual representation of every area of Britain south of The Wash. This widening of the data beyond South Wales and its immediate neighbours allows the unit to take in trainees from a range of units and allow them to train over their own familiar territory. This has already allowed trainees from Devon & Cornwall Constabulary to fly the minimum hours over the local city - Cardiff - and then boost the number of trained hours to twenty using imported virtual 'home territory' images.

The equipment is about training; where a real sortie requires a costly fly around if the student gets it wrong the simulator can simply be re-run and backed up. An additional feature is that they can 'fly virtual' in all weathers with an ability to simulate a range of weather conditions in a single sortie – a feature that cannot be guaranteed in any real sortie. It goes without saying that some useful training during periods of bad weather is assured.

S&EW is shortly to take on a new civilian pilot who has no familiarity with the region and it is envisaged that the simulator will enable him to 'fly' the area, catching up with the abilities of the locally trained observers he will be transporting, at no real cost to the budget.

Currently the system remains in the development stage but is fully operational. Observer down time is to be put to good use to remedy the non-typical graphics and develop a 3D model of sections of Cardiff to further enhance the trainee experience. St.Athan has already been re-modelled from the very basic Microsoft option and it is expected that in the short-term the 'standard' fixed wing and R22 aircraft options will give way to an EC135.



Any unit wishing to receive a presentation on this highly economical training aid only needs to call or e-mail the UEO Inspector Gary Smart.

The unit is looking to change its bulky SX-16 searchlight and has been looking at all the options. The current searchlight is fitted on the port side forward of the cabin but any change will probably investigate the possibility of installing a Meeker mount rail similar to that fitted to the latest standard UK EC135s deliveries. That will allow it to be rear mounted thereby easing camera/light slaving.

There have been reports in these pages on various units setting up a web log of operational tasking for the information of everyone that might be interested; the S&EW crew now has moved that system to another social networking dimension in making use of a [twitter feed](#) that reports on what the unit has been covering - although not instantly.

The short messages on the web provide information about the incidents attended when the crew land back at their base at St Athan. You can follow the action in the skies by logging on to [twitter.com/helicops](#) [WOL]

UNITED STATES

CALIFORNIA: In contrast to the general air of gloom and a lack of funds, on June 1 the *Los Angeles County Board of Supervisors authorised the Sheriff's Department to buy as many as 14 new helicopters at a cost of about \$56.7M.*

Twelve Eurocopter AS350 AStar helicopters will replace seven-year-old aircraft that the department says are getting increasingly expensive to repair and have outlived their "optimal life span" of 7,000 flight hours or seven years of service.

The board also agreed an option to buy two more machines to expand the sheriff's fleet of patrol choppers. The department says it needs 14 of the AStars to keep a minimum of 10 airworthy at any time, given downtime for maintenance. Each of the aircraft costs about \$2M but take another \$2.1M to role equip.

The department chose to stay with the same model of aircraft, which it said provided optimal performance in view of the great investment in training hours expended for pilot and engineer training specific to the AS350 model.

About \$40.5M of the equipment cost is expected to come from a bond financing and the department expects to raise another \$16.2M by selling the helicopters they are retiring.

The modernisation plan does not include retiring the department's venerable fleet of three Sikorsky Sea King rescue helicopters that were DoD surplus and date from the 1960s. The helicopters have been kept in airworthy condition by the department because they can be used at high altitudes or in rough weather. [SCPR]



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NEW JERSEY: Even as their Chief Pilot Ken Solosky set off to speak at the PAvCon Police Aviation Conference in Prague it was clear that the Newark police aviation operation was closing down.

Officially the City is saying that the operation is stalled pending a rethink in six months time but this is with a background of having a chunky \$180M budget gap so the money will always do the talking. The aircraft is cheap to run but the support infrastructure, primarily insurance, ground rent and wages are the prime area for concern. It is already expected to lead to widespread layoffs and dramatic budget cuts so the unit is unlikely to fly again.

The operation was set up to deal with gang and drug problems the City of Newark that have yet to dissipate and the aircraft has just been refurbished and upgraded but in the end the plug was pulled on the operation because of the costs. The fate of the Bell OH-58 N12NP 73-21906 remains unclear. [KS]

NEW MEXICO: In the wake of last year's State Police Agusta 109E Power fatal crash the State Police Chief Faron Segotta made recommendations last month that addressed some of the infrastructure failings while refusing to discuss the actual crash.

The crash in June 2009 has led to additional radio equipment being purchased to improve the communications systems used by search and rescue teams in New Mexico.

Among several recommendations approved to improve search and rescue operations in the aftermath of last year's crash in the mountains near Santa Fe it is hoped that the changes will improve future responses to similar incidents. The crash happened after the helicopter picked up a lost hiker. The pilot and the hiker died when the Agusta flew into terrain in very poor weather conditions.

There were communications problems during the search for the hiker and for the crashed helicopter. The mountainous terrain made radio communication with field teams difficult. State police plan to buy new satellite telephones along with portable radio repeaters. [NMSP/Media]

AIR AMBULANCE ++ INTERNATIONAL

AIRMED 2011: As previously reported within these pages the tenth Airmed World Congress is being staged in the UK for the first time next year and serious marketing has just commenced.

Delegates from the international medical and aviation world are expected to attend the four day event in Brighton, Sussex on the south coast of England. The triennial aero-medical conference Airmed 2011 is being hosted by the Kent, Surrey and Sussex Air Ambulance in co-operation with EHAC, the European HEMS & Air Ambulance Committee who have been staging Airmed congresses with local operators since 1980.

The programme for the conference will include a broad range of subjects from trauma and airway management to clinical governance and medical emergencies. Renowned international speakers will present up to date evidence based sessions and future innovation in the clinical world. Management sessions will cover topics including tendering; managing change; outsourcing and management strategies. The operational part of the programme will look at both helicopter and fixed wing operations and an aviation exhibition will be held at nearby Shoreham airport on the final day.

Director of Communications for Kent Air Ambulance, Jill Playle said 'We are delighted to have the opportunity of working with EHAC to host this very prestigious international confer-





Brighton, Sussex - the venue for AirMed 2011

ence. Plans for Airmed are going well and there has been a lot of interest from delegates, sponsors and exhibitors. Brighton is a great place to hold a conference such as this and I'm sure that everyone who attends will enjoy its stunning seaside location.

Delegates can find out more about Airmed and see a preliminary programme on the website www.airmed2011.com. There is also an online booking facility for the conference and online accommodation booking service.

AUSTRALIA

NEW SOUTH WALES: The Royal Flying Doctor Service (RFDS) says it has had to specially fly in medical supplies to restock medical chests around New South Wales, after it was found to be breaking the law in January.

The service had been sending morphine and pethidine via Australia Post to its 2,700 chests around Australia until it was alerted that the activity breaches postal law. The RFDS chief executive Nigel Milan says he hopes an amendment is approved soon as there is a danger that the chests would run out of painkilling drugs.

QUEENSLAND: An old RFDS aircraft has been moved into a museum collection. The Queen Air aircraft was moved from Cairns to Mareeba in far north Queensland last month along with a display of other equipment that formed part of a display at the old RFDS office in Cairns up until six months ago.

The recipients of the collection are the Mareeba Warbirds complex. The RFDS is part of local heritage and marks a service that is still the difference between life and death in remote areas.



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VICTORIA: South-west Victoria's emergency air ambulance –an Eurocopter AS365N based government sponsored operation in cooperation with the Victoria Police has responded to over 160 critical medical emergencies, hospital transfers and rescues in its first year.

At the south-west helicopter's hanger in Warrnambool the first anniversary of this \$20M operation was marked by the cutting of a cake.

The Government delivered the south-west air ambulance Dauphin as part of a major \$185.7M boost in the 2009/09 State Budget which also included another state-wide 24/7 medical retrieval helicopter and 258 additional paramedics to provide 59 new and up-graded services.

In total, the service has responded to 81 time critical medical emergencies, 74 inter-hospitals transfers and six search and rescue operations at the request of the Australian Maritime Services Authority.

CANADA

ONTARIO: AgustaWestland has delivered the first of ten AW139 helicopters to air ambulance operator Ornge of Ontario. The helicopters are being produced at the company's Philadelphia, Pennsylvania production facility. The contract includes an option for two additional aircraft. The helicopter is equipped with an advanced full aero-medical interior and is

the first EMS-configured AW139 in North America featuring the Full Ice Protection System (FIPS) for flights in known icing conditions with real all weather capability. The delivery of this aircraft follows the recently achieved TCAA Certifications for the FIPS system with EASA and FAA Certification already achieved. The AW139 is the first helicopter in its weight category to receive FIPS Certification.

Designed with inherent multi-role capability and flexibility of operation, the AW139 is capable of carrying up to four litters and four medical attendants, in the most spacious cabin and with the best power reserve of any other helicopter in the medium twin-engine class.



INDONESIA

Indonesia is proposing to establish a flying doctor service. At the moment only tourists and the very wealthy can afford to have a plane reach them in an emergency. Now Indonesia's health ministry says it wants to widen the service and provide air evacuations for more remote areas, where reaching a hospital can take days.



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NEPAL

KATHMANDU: Mountain Helicopters Ltd, which was established nine months ago, operating a Eurocopter AS350B2 helicopter, is preparing to add an air ambulance in its fleet. This is the first time that an air ambulance is being brought to Nepal.

Apart from the air ambulance, a Eurocopter AS350B3, the company is preparing to add another new Eurocopter in autumn to use for rescue flights.

SOUTH AFRICA

World Cup fans planning on taking a trip to Mpumalanga will have the assistance of an emergency and accident response helicopter service on the N4 toll road during the competition period.

Trans African Concessions (Trac), which operates the 630km of toll road from Gauteng to Maputo, Mozambique, will run the service for the duration of the peak period during the World Cup using a Bell 206 helicopter with an advanced life-support medic on board, which will be dropped at accident scenes to stabilise patients in the critical first hour after injury. There is no plan to transfer patients but stabilising them until the ground support crew can take over.

The helicopter, which will be stationed variously in Nelspruit and at the Middelburg and Machado toll plazas, will provide both accident and patrol services and be in constant contact with TracAssist vehicles on the ground. It can fly for up to three hours at a time, and several fuel points along the N4 will ensure it can be in the air almost constantly. Its small size allows for landing in confined spaces.

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Meanwhile the SA Red Cross' air ambulance service in the Northern Cape will be replaced by the military after the province cancelled the Air Mercy Service [AMS] and opted for what it sees as a more cost effective arrangement with the military.

The savings would be used to increase the number of doctors at the Gordonia Hospital and recruit more ambulance personnel for Kimberley and Upington.

Due to the geography and population distribution of the Northern Cape, patients often had to travel vast distances to reach medical care. To get to Kimberley Hospital, the province's only provincial and tertiary medical facility, some patients had to travel up to 1400km from the farthest corner of the province.

The AMS had been in use for more than 10 years. The department had for some time been concerned about its cost and ongoing need to invest more money in district and regional hospital services. [SAPA]

UNITED KINGDOM

NATIONAL: In the wake of last month's story about the Wiltshire Air Ambulance losing its paid employee, Melanie Gee, over a disagreement over paying a chairman £200 a day other charitable units have been protesting over other paid posts.

It is claimed that air ambulance volunteers are intending to walk out on a midlands charity over the amount that senior staff are already paid. Derbyshire, Leicestershire and Rutland Air Ambulance [DLRAA] pay its senior managers between £90,000 and £120,000 – an amount that volunteers feel is unacceptable but it is certainly not the top amount paid to such figures in the UK.

A small group of volunteers and supporters called Save Our Service claim that fund-raisers are intending to resign in protest as most charities pay their senior staff around £55,000.

After a number of years of poor fundraising performance the area changed charity provider from Midland/County to DLRAA and turned its performance around so that last year the charity raised over £5.2M. Despite the turned around performance the architect of the change was the object of complaint.

Although that particular story related to a specific charity there have been other signs of discontent on such as forums where the sheer unproven suggestion that former air ambulance charity fundraiser CEO was in line for a similar sum led to some having an apoplexy. It is clearly a problem that some charities will have to be mindful of.

CHILDREN'S AIR AMBULANCE: That much maligned and still not operational children's charity continues to make appearances fund-raising in the areas of others and not collecting friends as a result.

The latest story is that same charity asking for the public's help, after its fundraiser was wrongly accused of being bogus. The Children's Air Ambulance, which is campaigning for an illusory emergency helicopter for sickly children, has received a host of calls from people across south Essex wanting to withdraw donations claiming that the children's air ambulance was claiming to be the local operation - the Essex and Herts Air Ambulance [EHAA], a separate organisation operating a pair of MD902s.

Although the EHAA confirmed the presence of bogus collectors it turned out that the interloper was in fact a local man designated as the south Essex fundraiser for the Children's Air Ambulance. The matter seems to have been made worse by this figure having an abrupt style said to be brought on by his autism. [Standard]

CUMBRIA: In a scenario more familiar in the USA a man ran amuck in Cumbria, north-west England last month. A dozen people, all nominally innocent were gunned down fatally and a number were injured. Most shootings were random.

In the wake of the shootings a great deal of heart searching has taken place over the lack of action by the emergency services. It seems that ambulance staff may have been prevented from saving lives in Cumbria because of police fears that the single gunman might open fire

on paramedics.

The North West ambulance service despatched 22 vehicles to respond to the trail of shootings, and reported that it was standard practice for police to hold back medical staff until an area was made safe.

The Great North air ambulance service sent two helicopters including one carrying an army doctor, only to be requested by the police at Whitehaven to wait on the ground. In three instances the delay was such that when aircraft were permitted to fly the injured victims had already been driven to hospital by those on scene [who were not being restrained in their actions].

At least four helicopters with medical staff were available – two from Great North plus a RAF Sea King and one from the Yorkshire air ambulance – but it seems they were restrained in their capabilities.

Although it was the police that halted the flights the air ambulances were generally happy with that state of affairs – which is more than can be said for the injured and their enforced carers having to administer rudimentary first aid for more than hour past the shooting. It is claimed that at least one victim bled to death in Egremont while waiting for medical assistance.

EAST ANGLIA: Magpas, the local Emergency Medical Charity based in and around Cambridge is now operating as HELIMEDIX 24/7 although its Community First Responder scheme will still continue under the Magpas banner, the charity's legal title.

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charity expanded into a six-county service in partnership with Cambridgeshire Police by launching the region's first air ambulance unit. Now, the charity has drawn up ambitious plans to become the nation's first dedicated 24 hour emergency response service – a real boon for the people of the East of England.

Magpas an innovative charity that formed powerful and effective partnerships with the 2 local air ambulance charities, the police and most importantly, the East of England Ambulance Service who entrusted them to ensure that the highest clinical standards are maintained on missions. For a considerable time they have been active for up to eighteen hours a day, but will soon become and 24/7, 365 day a year service based in facilities and air ambulance visitor centre at RAF Wyton on of the East Anglia Air Ambulance [EAAA] bases.

As well as re-branding, the charity will be expanding its influence well beyond the East of England by offering help and assistance to other air ambulance charities. This is because Magpas/HELMEDIX 24/7 are the only pre hospital care charity in the country to have achieved Care Quality Commission accreditation - something the 18 other air ambulance charities across the nation must all achieve by April 2011 if they are to keep flying.

In 2009 Magpas deployed its Emergency Medical Team on no less than 900 occasions, often at night when it is the only air ambulance service available. The teams bring Accident and Emergency level treatment to the scene when patients have suffered serious injuries, work alongside paramedics, the police and the fire and rescue service.

David Philpott successively the former CEO at Essex, Kent and [briefly] London has taken up the role of Interim CEO at Magpas-Helimedix 24/7 and subsequently [see later in this edition] that controversial part-time air ambulance appeal chairman post in Wiltshire.

The EAAA is set to round off a year of special tenth anniversary fundraising initiatives with a glittering ball at the Norfolk Showground on Saturday 9 October 2010. The ball will be attended by the charity's supporters from across the four counties it serves, as well as many special guests. Some of the crews who serve aboard the life-saving aircraft will also be attending.

In the ten years since the air ambulance service was launched in the region, Anglia One and Anglia Two [both with BK117C1's as the primary airframe] and their highly trained clinical crews, have helped to save hundreds of lives across the region and have improved the outcome for thousands of other victims of accidents and medical emergencies.

The Grand Anniversary Ball will help the EAAA raise vitally needed funds as it starts its second decade. Guests will experience a specially selected four course dinner. Please contact the charity or visits its website at www.eastanglianairambulance.org.uk for details.





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After leaving service with the Essex AA the EC135T2 G-SSXX [right yellow] set off north to relieve one of the Midland Air Ambulances before returning to Staverton to be reworked and re-registered for service with North west AA. [c Dan Smith]



ESSEX & HERTS: As predicted last month the new MD902 helicopter, G-EHAA, entered service at the start of June. This MD902 is an airframe manufactured in 2000 and imported from the Netherlands; it was previously contracted to Great North Air Ambulance as G-GNAA until they started their fleet change earlier this year. The aircraft was handed over on May 30 after being flown from MAS's base at Gloucestershire to North Weald and flown to the grounds of the Orsett Hall Hotel, in southwest Essex for a launch reception marred by

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The colour scheme of the Explorer is different from the MD900 operating over Hertfordshire by way of colour [yellow rather than red] but will also result in a few minor changes to the existing MD at North Weald. The painting detail on the cabin doors is to change to the style on the Essex airframe.

LONDON HEMS: Very much contrary to earlier reports it is being said that the London Air Ambulance are taking measures to secure a new helicopter contract to take over the current operation based on the MD900 G-EHMS operated DPIFR.

The financial situation has not changed greatly and money will remain very tight. PAN believes that the operation will have to make some fundamental changes to staffing to ensure the current operation lowers costs. [Pprune]

NORTH WEST: G-SPHU has completed operations with NWAA at Barton, being temporarily replaced by the venerable Bolkow G-NAAA until July when the former Essex EC135 G-SSXX is delivered from Staverton. The final date for use of the BO105 in the HEMS role has again been put back so this type will grace the skies for some time to come. [DS]

WALES: One of the busiest air ambulance crews in the UK is preparing for a record-breaking summer. Last year, the Caernarfon-based Wales Air Ambulance team flew 581 missions and they look set to be even busier this year.

Across Wales, they completed 2,000 rescues in 2009, with the launch of the new £3M EC135 last September marking a new era for the Dinas Dinlle airbase.

Within this one remarkable year the charity introduced two 'new generation' aircraft, reached 10,000 missions and won the top UK award for Air Ambulance Service of the Year. [Daily Post]



WILTSHIRE: Controversy continues to surround the joint police air ambulance operation in the west. The Wiltshire Gazette & Herald are following a story that suggests that the police are trying to break out of the 5 year contract they entered into 12/2009 with the air ambulance and/or PAS.

The story seems to relate closely to the needs of the Police National Strategy but is currently thought to be little more than 'questions asked' being inflated out of proportion to the actual current intent. Smoke certainly but not necessarily a fire. [WG&H]

Even as the contractual debate faded the latest move in the staffing of the operation took a new twist when it was announced that Great Western Ambulance had asked David Philpott to act as its Wiltshire Air Ambulance Appeal Chairman. It may be recalled that last month the only paid member of the charity resigned over reports that a paid chairman was to be brought in.

David was a founding chairman of the Association of Air Ambulances but also has other tags that increase the potential for controversy, being CEO at Essex, Kent and then briefly London air ambulances.

The announcement was made this week by Great Western Ambulance Service (GWAS) Chairman Tony FitzSimons on behalf of the Corporate Trustees for the appeal.

David, 52, who lives in Ashford, Kent with his wife Karan, has over 30 years' experience in a career which has spanned local government, the National Health Service, broadcast media, event and conference management, international development work and leadership as a chief executive in the fields of medicine and aviation.

On behalf of the Corporate Trustee, Mr FitzSimons welcomed Mr Philpott and said:

"I am very pleased to welcome David as Chairman of the Wiltshire Air Ambulance Appeal. This is a great opportunity for the appeal as he has extensive experience in non-profit organisations including ambulance aviation.

"The Wiltshire Air Ambulance Appeal is embarking on a very exciting and challenging time and I am sure that David's experience will be invaluable as he moves the appeal to an independent charity."

Mr Philpott added: "I count it a great honour to have been appointed to this exciting role. One of my priorities will be to get to know all the stakeholders in the Wiltshire Air Ambulance Appeal, so that the service going forward reflects both the clinical objectives of the NHS in the region and the aspirations of the people of Wiltshire who fund it so magnificently"

The post is currently filled on an interim basis by Phillip Selwood. Mr Philpott will join the appeal on 1 July and will initially be supported by Mr Selwood. Mr FitzSimons thanked Phillip for his hard work and contribution to the appeal. [GWAS]

Ed: Hopefully the latest appointments of David Philpott in Cambridgeshire and Wiltshire will lay to rest much of controversy surrounding his dismissal at London. Many misguided allegations were directed at him through the Pprune website none of which were proven and clearly from his newly announced posts not taken seriously by those seeking a trustworthy and competent leader .

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UNITED STATES

NORTH CAROLINA: Late last month American Eurocopter announced that North Carolina's Pitt County Memorial Hospital took delivery of two EC145s for its EastCare air medical service fleet. These aircraft will join an EC135 that was delivered at the start of the year and will be located at Pitt County Memorial Hospital in Greenville, N.C.

EastCare is a critical care air and ground transport service that provides both rapid transportation and advanced medical care to critically ill and injured patients 24 hours a day, 365 days a year. The program has been an operator of Eurocopter rotary-wing aircraft since the mid-1980s. Previously they operated BK-117s through a lease program and the EC135 and these EC145s mark the program's move from leasing to ownership.

EastCare operates in a range of 150 miles to and from Greenville. Their helicopters are self-contained emergency treatment centres. They supplement local emergency services through helicopter and critical care ground unit service, neonatal transport and basic life support transport.

From their base in Greenville, these EC145s will provide the additional range without the need for refuelling, while retaining all of the medical equipment used in the BK-117s, as well as double-patient airlift capability, should the need arise. [AEC]

TEXAS: Last month Travis County STAR (Shock, Trauma, Air Rescue) Flight based in Austin, Texas received and placed into operational service a new Eurocopter EC145 completed by Metro Aviation. This was its third of the type and will expand the capabilities and mission readiness to the residents of Travis County and the surrounding Central Texas area. STAR Flight is an air medical transportation provider that also performs water and land rescue with hoist capability, fire suppression and assistance to local law enforcement efforts.



Metro Aviation performed the extensive completion and systems integration after receiving the unassembled new, "green" airframe from American Eurocopter. The completion company customised the aircraft with a highly specialised IFR/NVG cockpit in addition to an NVG cabin area that includes a two patient air medical configuration capable of specialized transports as well as rescue hoist operations. The comprehensive air medical and rescue configured EC145 is the third aircraft placed into operational service by STAR Flight, an FAA FAR Part 135 certificate holder. In operation since 1985,

Metro has performed more EC145 completions than any other completion centre in the United States and also designed and produces the EC145 OEM air conditioning system for Eurocopter. In addition to the EC145, Metro specialises in helicopter completions for the EC135, AS350, Bell 407 and other model type aircraft for law enforcement, air medical, corporate and other mission profiles for clients around the world. [Metro]



SEARCH *and* RESCUE

ITALY

COAST GUARD: The Italian Coast Guard has taken delivery of its first AW139 medium twin helicopter during an official ceremony held at AgustaWestland's Vergiate plant in Italy. The AW139 will perform a range of missions including maritime patrol, search and rescue (SAR) and emergency medical services. Three more AW139s will be delivered in the coming months. The first Italian Coast Guard aircraft of this type is also the 300th AW139 delivered so far.

The AW139 is equipped with a wide range of SAR equipment including an external rescue hoist, cargo hook, wire strike protection system, search/weather radar, FLIR/LLTV system, NVG compatible cockpit, night sun searchlight, external loudspeaker system, emergency floatation system and external life rafts.

The AW139 incorporates a large spacious cabin accessed by two sliding doors, powerful engines and class leading performance and safety, make it the aircraft of choice for SAR in its weight class. The cockpit features the latest technology including a Honeywell Primus Epic® fully integrated avionics system, a 4-axis digital Automatic Flight Control System and large flat panel colour displays - reducing pilot workload and allowing the crew to concentrate on the rescue.



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MEXICO

Mexico State Government Air Rescue Unit (MSGARU) conducts search and rescue missions in the mountainous terrain of Mexico in the Agusta A119 Koala. In mid-2009, MSGARU added night vision goggles to enhance safety and their capability to complete these life saving missions after dark. With a large number of pilots within their organisation, the ability to internally train their personnel on the use of NVG's was needed.

Night Flight Concepts [NFC] was selected to aid in the development of MSGARU NVG training. The initial phase in the development of their programme was training their staff; and the company provided the Mexico State Government Air Rescue Unit with their initial NVG pilot qualification course in 2009 followed most recently with NVG Instructor Pilot Qualification in May 2010. The comprehensive NVG instructor training package included ground training, introduction to Fundamentals of Instruction, as well as ten hours of train-the-trainer techniques, specific to an NVG curriculum.

The training took place in an NVG-equipped Bell 206B Jet Ranger at Palm Beach Helicopters, the Southeast US training partner of Night Flight Concepts.

NFC company president, Adam Aldous commented, "We're extremely proud to have provided NVG instructor pilot training to the Mexico State Government. We work hard to achieve the confidence of our customers, and strive to provide the best NVG training the industry has to offer."

NFC is a comprehensive night vision technology (NVT) provider specialising in night vision goggle (NVG) pilot and crewmember flight training, NVG service & maintenance repair, NVG maintenance technician training, and night vision programme support for law enforcement agencies, air medical/rescue services, military organisations, and government task force agencies worldwide

NFC travelled to Hawaii last month to provide night vision goggle training to Mauna Loa Helicopters (MLH). With locations on three of the Hawaiian Islands, Mauna Loa Helicopters is an FAA-Approved Part 141 helicopter flight school. In addition, the school boasts ACCSC (Accrediting Commission of Career Schools and Colleges) being one of only three schools nation-wide to hold this prestigious distinction.

NFC spent ten days in Kona, Hawaii; Mauna Loa's base of operations. Training was conducted with MLH instructor pilots, introducing Night Vision Goggle use to the previously day-light-only operation. Flight training was conducted using the Robinson R44 by the NFC president. "The MLH instructor pilots did exceptionally well during their training. NFC is proud to be associated with Mauna Loa Helicopters as an alignment partner supporting NVG training programs." . (www.nightflightconcepts.com)

INDUSTRY

The big news of last month was the stalling of the **SAR-H** replacement UK search and rescue helicopter programme by the incoming coalition government. Undertaken as a cost saving measure rather than a judgement of its worth it was an easy target as there were no contracts in place. The preferred bidder Soteria had been selected but nothing had been signed. Whether this action will lead to the death of this project remains to be seen. Meanwhile the RAF and RN will continue with their venerable Sea King helicopters and the Coastguard will continue to fly with their newer S-92 and AW139 helicopters.

One to watch, this could be the death throes of the whole plan or, as the announcement claimed, just a period of it being becalmed.

US State Department has accepted the first two modernised S-61TM aircraft that will support missions for the US Embassy in Afghanistan from **Sikorsky Aerospace Services** (SAS) the aftermarket division of Sikorsky Aircraft Corp.

The US State Department has entered into a five-year indefinite delivery, indefinite quantity (IDIQ) purchase agreement for up to 110 modernised S-61 aircraft for passenger and cargo transport missions in support of its worldwide operations. The accepted aircraft will now undergo completion by SAS with specialised mission equipment to meet U.S. State Department requirements before being deployed this fall.

The upgraded S-61T helicopter will incorporate composite main rotor blades (CMRB), modular wiring harness, and an optional state-of-the-art glass cockpit – all of which dramatically improve aircraft supportability. The S-61T helicopter modernisation will also add lift capability as well as enhance speed. Additional features will be incorporated to reduce pilot fatigue and reduced maintenance requirements for increased safety.

Last month **Bell Helicopter** delivered its 1,000th 407 light, single-engine helicopter from Mirabel, Quebec. Launched at Heli-Expo in 1995, the 407 was delivered to its first customers a year later and quickly became the fastest-selling helicopter in the world. The type has been proven through more than 2.5M flight hours.

Geneva Aviation has received EASA approval of their Replacement Transmission Cowling for Eurocopter AS350 model helicopters. FAA, Transport Canada and ANAC approvals have been previously received.

The Geneva Replacement Transmission Cowlings are fabricated from high-strength fibre-glass composite and reinforced in specific areas of high-stress to prevent cracking. The cowlings are installed using existing hinges and latches. The Replacement Transmission

Cowling weight is comparable to factory original, though, unlike the original, its foam core is resistant to alkaline degradation.

Durable, lightweight protection for the cabin cargo area & baggage compartment honeycomb floors and walls and CNC cut for superior fit, the **DART Floor & Wall Protectors** are constructed of high density, impact resistant aerospace grade polycarbonate that will not warp or crack from extremes of heat or cold.

The Cabin Floor Protectors have a multitude of holes for compatibility with the passenger seating and allows access to the cargo tie down rings. DART also offers a non-drilled version which can be customized by the customer for compatibility with a variety of other kits. The DART Cabin Floor Protector Kits are compatible with the internally mounted auxiliary fuel tank installations.

DART's Aft Wall & Pylon Protectors install into existing nut plates and are mounted under the blankets so that they don't alter the look of the cabin. Aft Wall and Pylon Protectors also feature a multitude of cut outs for compatibility with passenger seating & equipment installations.

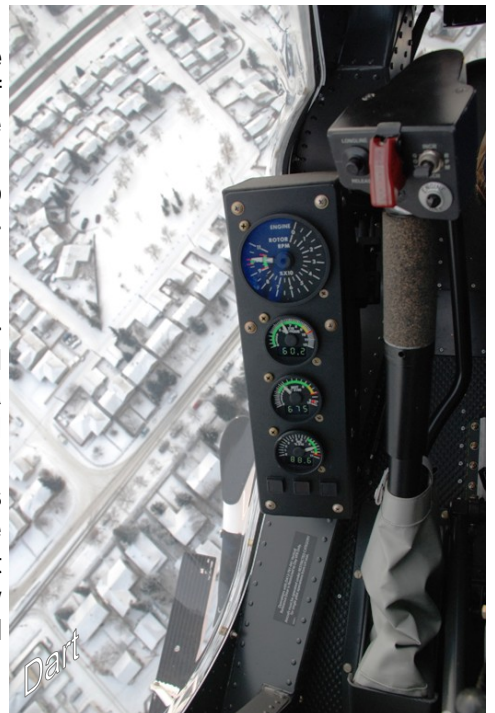
The Baggage Compartment Protector Kit consists of 7 components installed using potted inserts. This kit features cut out for compatibility and to allow access to tie downs.

DART has received EASA approval of their **Adjustable Engine Mount Kit** for the 204B and 205A-1 series of helicopters. Transport Canada and FAA approvals have been previously received.

The purpose of the Adjustable Engine Mount Kits is to make engine alignment and adjustment easier by modifying the existing engine mounts (mono, bi and tripod).

DART has also received EASA approval of the Full Vertical Reference Door Modification Kit for the Bell 204/205/212/214/412 helicopters. Transport Canada approval has been previously received and FAA approval is currently pending.

The Full **Vertical Reference Door Modification Kits** provide improved visibility of slung cargo in flight while simultaneously monitoring flight instruments. The kit comes complete with a full height bubble window, a new armrest and provisions for modifying the aircraft door and relocating instruments.



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The Full Vertical Reference Door Modification modifies the customer's existing LH door and requires coincident installation of dual controls and basic flight instruments in the co-pilot position as per Bell Helicopter Service Instructions and installation of an approved mechanical cargo hook release in the co-pilot position.

DART has received Transport Canada, FAA and EASA approval for the redesign of their Top Mounted GPS Gimbal Mount for Garmin GPSMAP 296/396/496 for installation on Bell 204/205/212/214/412 aircraft models.

The company has undertaken to update the design of their centre post mounted **GPS receiver gimbal mount** to allow the system more versatility in accepting current GPS receiver systems. Additionally, the GPS receiver mount can accommodate either a single GPS receiver, viewable by pilot or co-pilot, or dual receiver option al-

low for the simultaneous installation of two receivers that may be viewed by both pilot and co-pilot. The ball-mount system results in the receivers being adjustable to suit the varied requirements of all crew members. Once the desired position is achieved, the mount may be locked

The system installs on the centre windshield post and includes a mounting bracket, single or double ball mounts and socket arms. The GPS receiver gimbal mount is designed to accept the GPS cradle mount from the Garmin Yoke Mount which is either supplied with the GPS unit or can be sold separately as an accessory. With the installation complete, operators may mount their Garmin GPSMAP 296/396/496 GPS receivers in any aircraft then easily transfer the GPS unit to additional aircraft as required.



Following two years of discussions with the various stakeholders at Lee-on-Solent, **Britten-Norman** announced the launch of two new facilities at the former military aerodrome, also referred to as Daedalus Airfield. In addition to securing agreement from the land-owner, SEEDA, the company also required agreement from the owner of the runway to allow access to its aircraft.

This move marks a significant change for Britten-Norman, which has been manufacturing aircraft for more than 45 years and has, since 1968, outsourced the manufacturing of its sub assemblies to an Eastern European sub contractor.

Enlargement of the EU, and the associated rising costs of manufacture, has reduced the benefits of this offshore facility, causing the company to rethink its production strategy. Against the common trend, the company has chosen to bring the manufacturing of its Defender product line back onshore with the aim of allowing for product improvements and a streamlining of the manufacturing process, thus reducing its cost base.

Simultaneously, Britten-Norman has entered multi-year deals with some of its key customers, including those within UK Government, to provide an integrated depth maintenance facility that will initially focus primarily on the Defender aircraft.

The Company is making a significant investment into the new site, which includes the introduction of 'lean' procedures.

Britten-Norman will continue to manufacture and maintain the popular Islander aircraft from its Bembridge headquarters, on the Isle of Wight and will focus its Lee-on-Solent operation on the manufacturing and maintenance of the Defender.

The Group's Technical and Design capabilities will remain in Southampton and its logistics operations will be centred on its warehouse near London's Heathrow airport.

After twenty-eight happy years of being based on the famous Biggin Hill Airport, **Adams Aviation Supply Company** are moving to a new location. Happily their new home is just five-minutes down the road.

As a result of continued expansion, this move to a purpose-built new facility will give Adams nearly four times as much warehouse and office

The new address is Mercury House, Vulcan Way, New Addington, Croydon, Surrey CRO 9UG. The telephone numbers have changed to +44 1689 842999 fax 808966 but the e-mail and web site remain the same.

Meeker Aviation and AirFilm Camera Systems have announced the receipt of FAA / STC: SR02297LA, for our Bell 212 / 412 / AB412 series helicopters, nose mount for camera / sensor / searchlights. The mount will also fit some SuperHuey, Huey II, 210, UH-1N models

The nose mount offers a maximum payload weight of 135lbs and will accommodate all the most popular sensor/cameras/searchlights using existing aircraft hole patterns, so it does not require removal or relocation of avionics. It is designed to use with the existing Meeker family of Dovetails / Quick disconnects / vibration isolation devices. EASA certification is pending

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What began in 1987 as Platte County Ambulance Company in Columbus, Nebraska is now **Midwest Medical Transport (MMT)** and the company is taking to the air with their first air medical helicopter. Completed in Shreveport, Louisiana by Metro Aviation, the new, highly equipped patient transport Eurocopter EC135P2+ helicopter N135MW is configured for single pilot IFR (SPIFR) operations as well as night flight using night vision goggles for increased safety and efficiency. Based at North Platte Regional airport, Nebraska, this addi-



tion to the MMT fleet of ground ambulances will enter service this month and will provide professional, high quality air medical transportation to the residents of Nebraska and western Iowa.

Long time helicopter completion specialist, Metro Aviation, Inc. performed the complex completion process that included an extensive avionics configuration and installation, custom paint process, air medical equipment fabrication and installation as well as final systems and aircraft checks prior to delivery to Midwest Medical Transport. In addition to air medical completions, Metro Aviation provides wide-ranging and comprehensive completions from law enforcement to corporate helicopter configurations.

Midwest Medical Transport Company was founded by Kim and Jill Wolfe, and the couple's commitment to serving their region is evident by a deep desire and devotion to the highest standard of patient care and professionalism. [Metro]

Becker Avionics has entered into a dealer agreement with **Smart Avionics** in Lebanon, Pennsylvania.

Smart Avionics specialises in providing installation and repair services for today's modern avionics and legacy systems. Smart specialise in major panel upgrades, including custom engineered panel solutions, as well as inspections, recertification and autopilot troubleshooting.

In the immediate aftermath of the recent Aeroexpo Europe where they had given a presentation on the new type **Bell helicopter** and their local agent had plans to hold an official launch of the Bell 429 at their base in Prague. Unfortunately they had to delay the roll out event at Aviation Service and had as a result undertaken some demo flights designed to promote a new Aviation Service helipad "H1" at the Prague Ruzyně Airport..

The helicopter has now moved to the UK as it works up to being exhibited at the forthcoming Farnborough International Show later this month.



Ruag state they are optimistic of firming another order for its Dornier 228NG turboprop with certification of the aircraft on track for the end of August.

If it meets this schedule for European Aviation Safety Agency approval, initial delivery of the twin-engine aircraft, which is on display at ILA, will be in the third quarter of this year.

Ruag produces the aircraft at Oberpfaffenhofen, although several main assemblies are shipped from Hindustan Aeronautics in India. The type has gained 10-12 orders and options from five or six customers.

The immediate news relating to the Icelandic ash cloud may have faded but the story remains of interest in some quarters. The Icelandic Coast Guard issued images of its aircraft flying over that difficult to name volcano even as UK and Europe Budget airline **Easyjet announced it was investing £1M** in the development of an airborne ash detector.

Created by atmospheric scientist Fred Prata, the new technology called AVOID (Airborne Volcanic Object Identifier and Detector) would mean aircraft could fly round any ash clouds, in the same way that pilots currently change their flight paths to avoid thunder storms.

Described as an ash radar, which would be mounted on a plane's tail fin, the technology uses infra-red radiation to detect airborne ash particles up to 100km away. Easyjet hopes to be trialling the technology on 12 planes within the year, subject to initial tests carried out in the next two months by Airbus, on an A340 test aircraft.



Prata, who has tested AVOID at volcanoes including Etna and Stromboli, said it can tell the difference between ash clouds and water clouds, and can be used day or night. The device can also measure the mass of ash in a given area, he said, which means aircraft can avoid areas where the ash density is too high. If the tests are successful, the ash radar could be used on hundreds of planes, which would mean authorities could use real time data to build a map of ash in the atmosphere.

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The Turkish State Airport Administration (DHMI), a subsidiary of the Turkish Ministry of Transport and the **Eurocopter** Group have confirmed a contract for two EC145 helicopters. The aircraft are the first of their kind to be delivered to the Turkish government and they are equipped for the deployment of airport security missions and corporate transportation needs. The delivery of the helicopters is scheduled already for the fourth quarter of 2010.

MD Helicopters, Inc. (MDHI) has delivered the fourth in a fleet of Mexican Navy refurbished MD Explorers from its Mesa, Arizona based Factory Service Center.

The four MD Explorers have now been returned to the Mexican Navy in a 'like new' condition and have been converted by the Mexican Navy from an armed configuration to a new Search and Rescue (SAR) configuration to meet a new mission profile.

"Converting the MD 902's to their new role will improve the safety of Mexican citizens and their visitors," said Captain Fernando Aburto of the Armada de Mexico. "The refurbishment is a smart, economical solution for the Mexican Navy and good value for Mexican taxpayers."

The refurbishment has been a logical extension of the 10 year relationship with Armada de Mexico, or Mexican Navy, which initially took delivery of six armed MD Explorers in 2000. MD Helicopters has also developed a comprehensive program to support them with spare parts, overhauled components, training and technical support.

The Factory Service Center in Mesa, Arizona is dedicated to supporting the global fleet with repairs to damaged helicopters, conversions and upgrades. The MD Helicopter Factory Service Center is ready to provide high quality repairs and refurbishments to its entire product line. MD's staff of experienced engineers and technicians is ready to restore any MD helicopter to "as good as new."

Vector Aerospace Corporation one of the world's leading independent providers of aviation maintenance, repair and overhaul (MRO) services has announced it will host the 2010 International Sea King Maintenance Symposium in Portsmouth, United Kingdom from its Vector Aerospace Helicopter Services-UK (Fleetlands) facility from September 28th -30th.

To assist individuals and organizations interested in learning more about this important event, Vector's organizing committee advises that details including registration and accommodations information can be viewed at www.seakingsymposium2010.com.

This year's Symposium includes presentations from leading Original Equipment Manufacturers (OEMs), vendors and operators from both the military and commercial sectors, and is receiving significant interest from both participants and sponsors wishing to partake in the first International Sea King Maintenance Symposium to ever be held off North American soil.

Russian Helicopters and AgustaWestland have started work on a new AW139 production facility in an industrial area in Tomilino, near Moscow. An official groundbreaking ceremony took place last month. The projected capacity is in excess of 20 helicopters per year by 2015.[AW]



ACCIDENTS & INCIDENTS

18 May 2010 MD 902 Explorer. N902RN. Air ambulance of Calstar McClellan, California. The flight crew experienced a significant amount of smoke and noxious fumes in the aircraft from the cabin ventilation system while on short final to a remote scene location approximately 15 miles west of Ukiah, CA. The aircraft was landed safely at the scene location. Maintenance inspected the aircraft at the landing site and found that the vent blower fan had failed. [Concern]

28 May 2010 Eurocopter EC135P1 N312MS. Air ambulance of Northwest MedStar operated by Metro Aviation Inc. When departing a hospital roof top helipad with a patient on board the pilot noted that the helicopter was not performing as it should, demonstrating a decrease in power. The pilot followed undertook a precautionary landing at the nearby airport to assess the situation. The pilot determined that one of the engines had experienced a compressor stall. Maintenance conducted a compressor wash and borescope inspection and found no defects. [Concern]

30 May 2010 Bell 206B JetRanger N6401X. Memphis Police Dept., Tennessee. Two Memphis Police officers with the Air Support Unit were injured when they were forced to make an emergency landing in their helicopter. The accident happened on Sunday during a training exercise, there were three persons aboard. Both the pilot and his instructor were able to walk away, but complained of numbness in the back. The instructor was taken to the Regional Medical Center in non-critical condition. The helicopter was about 500 feet in the air when it had to make an emergency landing. Damage was substantial, the tail boom was cut in half by the main rotor [Media/FAA]

2 June 2010 Bell 222U N515. Air ambulance of Careflight, Texas. Two CareFlite crew members were killed when the helicopter on a post maintenance test flight apparently apparently lost its main rotor, crashed into an area of scrub near Highway 67 and Wyatt Road, Midlothian and caught fire. Both the MRB and tail boom were intact and separated – the rest of the wreck was wholly burned out. The Bell had taken off from Grand Prairie airport, 24 miles from the crash site. The two who died were Chief Pilot Guy Del Giudice, 44, of Keller and mechanic Stephen Durler, 23, of Dallas. CareFlite bought the helicopter in March from Omniflight Helicopters of Addison. The helicopter was not operational, it was undergoing maintenance and testing so CareFlite could obtain FAA certification to use it for emergency and other medical transportation flights. [Media]

2 June 2010 Eurocopter EC145 N145HH. Air ambulance of Hartford Hospital LIFE STAR, Hartford, Connecticut. Operated by Air Methods. While performing a rotors running load of a patient on a scene call, the left sliding passenger door of LIFE STAR 1 came loose and disengage from the track, hanging loose by the forward hinges. A mechanic inspected and rectified the fault on scene. [Concern]

9 June 2010 Helicopter. A U.S. Customs and Border Protection a helicopter, based at McAllen and operating in southern Texas, was forced to make an emergency landing South Abram Road near the Rio Grande. The pilot notified Office of Air and Marine authorities that he was making the unscheduled landing shortly after 5 p.m. There were no initial reports of injuries. [Monitor]

14 June 2010 Bell Air ambulance of Careflight helicopter from Avera St. Luke's Hospital, Fargo, Minnesota. The helicopter is believed to have suffered a bird strike that shattered a windshield during a flight from Aberdeen to Fargo. Made a safe emergency landing at the Fargo airport. The pilot was treated for minor injuries.

15 June 2010. Piper PA-31 Mojave VH-PGW. Air ambulance. Aircraft had only just taken off from Sydney's Bankstown Airport on route to Brisbane undertaking a chartered medical flight. Within minutes it was reporting engine problems and tried to return to Bankstown. Losing height the pilot attempted a crash-landing in Adams Park. Canley Vale, Western Sydney. The plane crashed into the front of a house & adjacent to Canley Vale Public School in Canley Vale Road at Canley Vale killing at least one person on the plane. Seven people on the ground - four adults and three children - were taken to hospital suffering from shock and minor injuries. Power was cut to 13,500 homes, 80 people including school children were evacuated and Canley Vale Public School was closed for the day.

21 June 2010 Agusta A109E Power N901CM. Air ambulance of LifeFlight of Maine, Bangor, operated by EraMed. The pilot was undertaking a positioning flight from base hospital in Lewiston to airport for maintenance. A 25 year old male walking along the rear of the helipad suddenly climbed security fence and ran towards the aircraft, approaching from the rear and opened the rear door and entered the aircraft while pilot was preparing for departure. Pilot observed cabin door warning light, heard rear door closing, and noticed individual in rear of aircraft. Pilot immediately shut aircraft down and escorted male from aircraft to meet responding security personnel. Security personnel detained individual and handed him to police. Location sufficiently covered by security surveillance and fencing but now under review. [Concern]

26 June 2010 Lockheed P2V Neptune N. Fire fighting aircraft operated by Neptune Aviation Service Inc., in Missoula, Montana. At the Rocky Mountain Metropolitan Airport the air tanker carrying slurry was trying to land when it crashed. Both the pilot and the co-pilot were uninjured. The Neptune was coming in to refuel with slurry when the brakes gave out. One of the engines apparently caught on fire and the plane rolled down a hill and through a fence. It hit a post and sent the post 200 yards into a window at Redstone College. The plane ended up partly on 120th Avenue, no one was injured.

PEOPLE

Captain Ollie Dismore who appeared at the PAvCon Police Aviation Conference in Pribram, Czech Republic representing the Home Office NPJA with a paper on UK police aviation developments had a narrow escape last month when the engine of his 1970 vintage MS894 Rallye Minerva G-HHAV stopped with a very rare double magneto failure at a height of 300 feet [100 metres] and the aircraft crashed near Perranporth Airfield, Cornwall. When the power cut abruptly he had the choice of a field that was clearly too small or the wide open sea. Being a very shrewd career sailor he chose the dry land option. He escaped injury but the damage to his aircraft was initially assessed as being Cat 5. [PAR/BBC]

Nick Dennison and Hamish Reid are both doctors and captains in the Army and have set themselves the challenge of rowing around the UK, clockwise to raise funds for 'Help for Heroes'. Full detail at www.rowforheroes.com As they make their slow way around the the coast elements of the Sky Watch organisation are using them as a target for inshore searches and the photo's were taken by Sky Watch CAP member Donald Lockley from his Challenger 2 aircraft. Donald belongs to No 23 (Highland) Unit based at RAF Kinloss and flies out of a satellite base at Plockton, near to the bridge (A87) that joins the Isle of Skye to the mainland. Sky Watch hope to achieve more 'hits' with No 23 Unit and the other Sky Watch units in Scotland and England when the boat completes the passage from the Atlantic to the North Sea and heads south down the East Coast back to the start point at Lymington. [JC]





William Hynett, Group Chief Executive at Britten-Norman, attended Windsor Castle recently to receive an OBE for "services to the defence industry". The forty year old former Royal Navy pilot was involved in active service aboard HMS Invincible in the Gulf, Bosnia and Kosovo before leaving the services to become a defence contractor, working in a variety of roles including a consultancy on the Future Carrier Project. He joined the board of the company in 2002 in an advisory capacity, offering guidance on military projects, and was appointed Chief Executive the following year.

EVENTS

AIRBORNE LAW ENFORCEMENT ASSOCIATION [ALEA] ANNUAL EXPO TUCSON, Arizona, USA July 14-16

This month, ALEA's 40th Annual Conference & Exposition will take place in Tucson, Arizona. Hundreds of law enforcement aviators will gather together to learn from experts in the field during the week of July 12-17 and to view the exhibition that accompanies the event. With emerging technologies and tactics in law enforcement it's important that members continue their education and this event allows that. ALEA is the only organisation offering such a wide array of educational opportunities for airborne law enforcement crews.

Visit the ALEA [website www.alea.org](http://www.alea.org) to register or call with any queries to +1 301.631.2406. Be aware that the early registration discount ends on July 9th.

Cloud Cap will be exhibiting at the ALEA annual conference in Tucson, Arizona from July 14 to 16. This will be their third year attending the ALEA show. They are to display the TASE family of gimbals. These small, stabilized gimbals are perfect for the airborne law enforcement market. The daylight and infrared sensors are field-proven and offer an affordable ISR solution for both fixed-wing and rotorcraft platforms. They will be at Booth #1505!

For European readers it is worth noting that Cloud Cap will also be a part of the AUVSI exhibit in the UAV Pavilion at the Farnborough International Air Show that follows immediately on the heels of ALEA. This global aviation exhibition takes place from July 19 through the 25. Cloud Cap will be exhibiting an array of TASE gimbals as well as their line of Piccolo autopilots. You will find them on a stand in the AUVSI UAV Pavilion in Hall 3, Stand D20 and at the Goodrich Pavilion at OE4 near Hall 1

If a new searchlight is on your shopping list then make your way to the 2010 ALEA Conference and take up an invitation to visit the THOMMEN exhibit in Booth 203. There you will be able to examine the THOMMEN HSL 1600 IR helicopter searchlight. It promises to be a truly superior product with features and functionality not available in helicopter searchlights currently in the market.

Rudolf Iten, Director of Sales and Marketing and Vice Chairman of THOMMEN said, "The HSL 1600 IR Searchlight fits perfectly into the THOMMEN business philosophy and strategy of delivering Swiss quality products in niches where current product offerings fail to meet the needs of the market". Iten went on to say "The THOMMEN HSL 1600 IR provides high-performance, multi-function capabilities in a solid state design that significantly increases reliability, performance and ease of installation. It will be a certified product under the auspices of EASA and the FAA, and the final production line version will ship with an EASA Form 1, Certificate of Airworthiness, similar to the FAA Certificate of Airworthiness, Form 8130".

The THOMMEN HSL 1600 IR design features include:

Integrated circuitry for all power management and control including direct integration for active slaving with onboard infrared, daylight camera, and moving map systems.

All the assemblies, mechanisms and connecting wires of the HSL 1600 IR searchlight are within the streamlined casing of the searchlight. The integration of these components into the unit itself eliminates aerodynamic issues and the need for any additional remote junction boxes and intermediate cabling.

An automatic aerodynamic parking position when switched off, placing the lens facing aft avoiding potential damage from bird strikes and other FOD.

An optional, bolt-on low power IR illuminator mounted on bottom of the searchlight casing requiring no additional adjustment operations or settings during mounting. When operating in IR mode the main lamp is off reducing the power consumption and the heat signature of the aircraft. An optional Laser Target Designator is available.

Easy operation from a choice of up to three independent handheld controllers or from the cyclic or

collective grips. In addition the system can be integrated with any digital map or tracking system via a built-in RS-422 interface.

Very competitive pricing.

REVUE THOMMEN AG is a leading manufacturer of aircraft instruments, air data systems, and other aircraft equipment used worldwide on a full range of aircraft types from helicopters, military aircraft, corporate aircraft and commercial airliners. For more corporate and/or technical information come to ALEA Booth 203, or for other market areas go to www.THOMMEN.aero

Call or e-mail Ken Paul the US business development manager and he will be happy to set an appointment to personally demonstrate the features of the searchlight for you. You can reach him at +1 972-588-1811 or at Ken.Paul@THOMMEN.aero

Stop by at booth number 520 to join Jim Leslie and the NAASCO team for some of NAASCO's Famous "South Western Hospitality" and join them in a fine beverage of your choice (as long as it's Bud Lite), some good conversation and a hand full of Planters Peanuts. And don't forget to drop a business card in the basket for a chance to win a Tom -Tom GPS Talking Map.

The Keg's of Bud Lite will arrive at 11:30 AM on Thursday AND Friday, just in time to wash down lunch. www.naasco.com

OTHER EVENTS

Aviation, maritime and supply chain security professional from around the world will gather in London in September for Transport Security Expo and Conference 2010.

The annual event is being held this time around against the backdrop of abject failure on the part of the aviation sector to prevent Umar Farouk Abdulmutallab from attempting to blow himself up on a Detroit bound jetliner, a continued inability on the part of the maritime sector to minimise high profile incidence of piracy on the high seas and a considerable disconnect emerging between the United States and Europe over delivery of a more robust supply chain security model.

Clearly, professionals from within each of the industry sectors have much to talk about during the two-days of this leading event.

Security in the aviation sector is rather obviously the prime focus of conference. Abdulmutallab's attempted downing of Northwest Airlines flight 253 on Christmas Day, revealed widespread systematic failures in the security regime intended to prevent people with both the intent and means to do hard from getting on planes. Only good fortune prevented him from succeeding in blowing up the flight as it descended into Detroit Metropolitan Airport.

Despite changes made to intelligence gathering and sharing in the wake of the above incident, the airport security regime was once again shown to be a failure in May when Faisal Shahzad almost skipped the United States after attempting to set.

Delegates attending the Transport Security Expo aviation security conference will discover the implications of these two events on an industry caught between the rock and a hard place of delivering meaningful and effective security in the continually challenging economic environment it finds itself in.

It is billed as Helitech Portugal's inaugural conference but it's a play on words really – anyway it's the first on-site in-house conference, in previous years hotels in Cascais have housed related conference events operated by others. Anyway this newly sited event will lift off with a session about how the industry is working 'Towards consistent simulator standards', led by the Helicopter International Working Group.

As touched on earlier in this edition of PAN [South & East Wales] as flying hours become increasingly expensive, helicopter operators are investing more than ever in simulators as a reliable alternative. Consequently, not only are the simulators expected to provide basic training in emergency procedures, but also advanced job-specific flying skills such as load-lifting, search and rescue, and confined area work for qualified pilots.

Helitech takes place for the second time in Portugal this year, from 5-7 October at Airport Cascais, near Estoril. The two day conference programme is being held on Tuesday 5th and Wednesday 6th October within the exhibition hall at the show. www.helitechevents.com/programme



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The larger picture: The same Swiss Air Force EC635 as featured on the front cover caught in another image by Michael Mau in May.

