

# Police Aviation News

©Police Aviation Research

Number 172 August 2010

IPAR



**DRF fly 17,975  
missions in  
6 months**

*DRF images*

PAN—Police Aviation News is published monthly by POLICE AVIATION RESEARCH, 7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK. Contacts: **Main:** +44 1992 714162 **Cell:** +44 7778 296650 **Skype:** BrynElliott **E-mail:** [editor@policeaviationnews.com](mailto:editor@policeaviationnews.com)

#### SPONSORS

Bob Crowe

Broadcast Microwave

Diamond Aircraft

Enterprise Control Systems

Honeywell [Skyforce] Mapping

L3 Wescam

Powervamp

Troll Downlinks

Zeiss Optronics

[www.bobcroweaircraft.com](http://www.bobcroweaircraft.com)

[www.downlinkexperts.com](http://www.downlinkexperts.com)

[www.diamond-air.at](http://www.diamond-air.at)

[www.enterprisecontrol.co.uk](http://www.enterprisecontrol.co.uk)

[www.skyforce.co.uk](http://www.skyforce.co.uk)

[www.wescam.com](http://www.wescam.com)

[www.powervamp.com](http://www.powervamp.com)

[www.trollsystems.com](http://www.trollsystems.com)

[www.zeiss.com/optronics](http://www.zeiss.com/optronics)

Airborne Law Enforcement Association

European Law Enforcement Association

[www.alea.org](http://www.alea.org)

[www.pacenet.info](http://www.pacenet.info)

# LAW ENFORCEMENT

## CHINA

China used unmanned aircraft last month to track down illegal poppy crops being grown in the suburbs around its capital. The month-long anti-drug campaign was called "Eagle Eye 10". Police used unmanned drones for the first time, along with helicopters, to search out opium fields in Beijing and surrounding areas.

Authorities did not release specifics on how much opium is being cultivated in those areas. However, Chinese police arrested 2,138 people and seized more than 50 kilograms (110 pounds) of unspecified illegal drugs from January through April 2010. The "skycam" drones, mounted with a camera capable of capturing high-resolution photographs, can fly as high as 6,000 meters (20,000 feet) and were tested several times. [ALEA Newsletter]

## ECUADOR

**DRUG:** In the past drug traffickers employed subterfuge by hiding drug shipments in among the legal freight on a range of craft, or resorted to stashing the shipments in relatively slow surface vessels including those normally operated as working craft for various forms of fishing or leisure craft powered by engines or even sail. In time the rate of interception led to a range of faster and faster craft developed to blast their way through the ring of law enforcement agencies. All of these still appear at sea attempting to outwit the defensive ring.

At the top end of this effort the growing failure of the Go Fast speed method increasingly failed to ensure successful delivery and led to a new under water effort. To avoid detection the traffickers turned to parasitic devices on the bottom of ship hulls, towed devices and ultimately low profile vessels and semi-submersible boats. The narco-submarine presents new detection challenges for maritime interdiction forces. The latest designs of submarine show increased range, payload capacity and a quantum leap in stealth.

Last month the US DEA teamed up with the



Ecuador Anti-Narcotics Police and Military authorities to seize yet another example of a fully -operational submarine built for the primary purpose of transporting multi-ton quantities of cocaine.

The captured submarine is a twin-screw, diesel electric-powered craft about 90 feet [30 metres] long and about nine feet [3 metres] high. Unusually for craft of this type the vessel has a conning tower, periscope and air conditioning system.

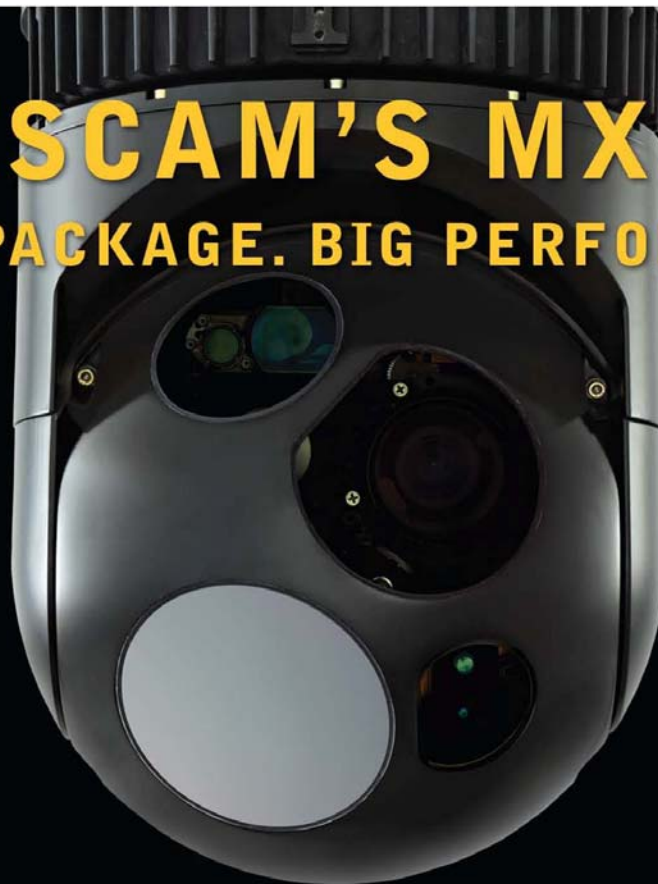
The submarine was constructed in a remote jungle environment in an effort to elude detection, and is currently located near a tributary close to the Ecuador/Colombia border. As a result of DEA intelligence, Ecuadorian authorities were able to seize the vessel before it was able to make its maiden voyage. This is the first seizure of a clandestinely constructed fully operational submarine built to facilitate trans-oceanic drug trafficking. [DEA]

## FINLAND

**BORDER GUARD:** The Finnish Ministry of Finances has agreed the border guard service's request for funding for the purchase of new helicopters to use along the border to Russia. The new type, expected to be AW139's, are to replace an existing five strong fleet of AgustaBell 412 helicopters. The stated budget is said to be €60M and is liable to attract EU External Border Funding. [Media]

# WESCAM'S MX-10

## SMALL PACKAGE. BIG PERFORMANCE.



37 pounds - <14" height - All electronics within the turret - All vibration isolation within the turret - 6 imaging/lasing payload options - Fully active 4 axis stabilization - Simultaneous analog & 720p or 1080p HD Digital video outputs - IMU within the turret - Complete MX-GEO automation suite - Compatible with all existing MX-series command & control interfaces, including moving map



Learn more at [www.wescam.com](http://www.wescam.com)

## IRELAND

**GARDA:** The Irish Defence Forces Air Corps based at Casement Aerodrome, Baldonnel near Dublin recently completed a year-long Night Vision Goggle Training conducted by Aviation Specialties Unlimited, (ASU), based in Idaho, USA.

The Air Corps operates four Eurocopter EC135T2 and six AgustaWestland AW139 in both military and public roles including two EC135T2 dedicated to the support of An Garda Síochána Air Support Unit (Irish Police Force).

The Irish Air Corps chose ASU as their sole source provider for 21 sets of ITT F4949 Night Vision Goggles and Pilot and Crewmember Training.

In little more than one year, the Air Corps and ASU have completed initial training for 75 pilots and crew members, as well as six Night Vision Goggle Flight Instructors. In addition advanced training sessions were undertaken by ASU for eight pilots and sixteen crew members. The training touched on fast rope, hoist, formation flying and aerial gunnery and encompassed around 400 flight hours.



## JAPAN

PAC International has now delivered the first of a new camera mount system to Nakanihon Air Service of Nagoya, Japan, to facilitate their customers' ability to carry stabilised camera systems weighing up to 120 pounds [54kg]. The system was installed and certified on the AgustaWestland A109E of a police agency but it can be installed on any helicopter with a flat underside.

An important issue for the police was the ability to easily mount the system to either side of the aircraft. PAC, with offices in Mount Pleasant, Pennsylvania, has over 30 years of experience proving quality rotorcraft services to a customer base in almost 50 countries world-wide. PAC is a Part 145 FAA Repair Station, a Bell Customer Service Facility and a Bell QPS-110 vendor.



## SAUDI ARABIA

**BORDER GUARD:** the latest aircraft acquisition by the Kingdom of Saudi Arabia's Ministry of Interior (MOI) is twelve Sikorsky S-76D™ helicopters. In addition they have taken options on eight similar aircraft.

The aircraft will perform security, transport and other missions. Delivery of the first helicopter is scheduled for early 2012.

The S-76D helicopter is the latest model in the highly successful S-76® helicopter line. Sikorsky has produced and delivered nearly 800 S-76 helicopters since the type first flew thirty years ago. Although a legacy airframe the S-76D introduces many modern features including an all-composite, flaw-tolerant main rotor blades; an advanced Thales avionics system and autopilot; dual rotor speed for quiet mode operation with active vibration control; powerful Pratt & Whitney 210S engines; a quiet mode; and an optional Rotor Ice Protection System (RIPS) for all-weather capability. The S-76D helicopter also will offer an increase in useful load and extended range performance when compared with current airframes.

**Microwave Downlinks get the whole picture...**

**GeoPoint shows direction and distance to target**

**New Carry Viewer III Handheld. Smallest, lightest diversity receiver, with GeoPoint!**

**BMS The Downlink Experts™**  
 Broadcast Microwave Services, Inc.  
 Toll Free: 800-669-9667 | US (858) 391-3050  
 Visit [www.thedownlinkexperts.com](http://www.thedownlinkexperts.com) to learn more!

## UNITED KINGDOM

**NATIONAL:** Keeping track with the thoughts of the planners is getting to be impossible. Only a month ago the Hampshire fixed wing was thought to be preserved mainly because the Chief Constable in the county was the ACPO lead and it seemed odd that he would lose his aircraft. Now it seems that position is difficult to support and the operation is yet again on the chopping block.

The official information release states that a plan for Sussex, Surrey and Hampshire Police to share two helicopters instead of each flying their own is expected to be given final approval. They will be flying two aircraft, an EC135 G-SURY based at RAF Odiham in Hampshire and an MD902 G-SUSX based at Shoreham airport in West Sussex. The move is expected to save up to £8m in five years for the forces. Sussex Police Authority is expected to vote in favour of the scheme and Surrey and Hampshire Police Authorities have already approved it.

No timescale for the proposed creation of a South East Air Support Unit has been decided, but the Surrey police helicopter has been operating from RAF Odiham since last June since the EC135 was attacked twice in six months at its previous base at Fair Oaks Airport, Chobham.

Sharing air support is not new in the area there have been various collaborations between Hampshire, Surrey, Sussex and Thames Valley police for a while now and the move to Odiham enhanced an existing flight profile of the Surrey aircraft serving Hampshire.

Whether the new announcement means the aircraft will go is another matter, it seems likely that there will be a need for the Defender in a national scenario but not based at the very bottom of the country on the coast. Its quiet operational area will be overseen by helicopters although the Sussex machine is also supposed doomed in an earlier game plan as soon as its contractual strings expire on its MD902.

This whole scenario is moving faster than anyone can keep track of, so for the moment all bets are off and anything goes. It seems likely that a relatively low number of helicopters will look after the major conurbations [nine has been quoted in one document] but the rest of the country will make do with the droppings and possibly a hope that a faster fixed wing sprints to their aid whilst presumably prowling the skies over the country for long hours. One major drawback of fixed wing is getting them off the ground at busy airports; their overall cheapness to operate can be an answer to that.



A great deal of interest was shown in the AW169 launched at Farnborough last month but it will probably be a long time before the UK is back in the market for new airframes [report Farnborough edition]

AW

And it seems that we should not discount the UAV. When British forces pull out of Afghanistan there will be many sophisticated UAV platforms with little to do. The latest suggestion is that there may be a plan for the renting of surveillance time from the expensive and well endowed sensors they carry to spy on criminals below cannot ever be dismissed – although the timescale may be long. The weather is of course the unknown question; can UAVs peer through thick rain cloud and fog? Suffice to say that the current fleet of expensive helicopters cannot safely fly in all weathers so there will be no expectation of all-weather coverage. Even criminals are deterred by rain.

A lot of this apparent thinking reflects the way that street policing has gone in the last 25 years. There was a time when those in trouble could pick up the telephone and ring direct into the local police and speak to someone who knew the locality. That system actually provided a very hands on form of policing... as the hapless attack victim gurgled their last few words mentioning a local location the person at the other end mostly knew the exact spot with little detail being given. As soon as they moved the communications miles away there was a requirement for ten times as much information to sort out a myriad of like sounding street names in a giant catchment area and if the caller got it wrong there was not a chance that the distant call taker would know to query the error.

They may call it progress but those making the ultimate decisions have either never ever served as officers or never done much real police work at the dangerous end.

There is another chink in the plan as well. It looks as if the new government's plans to wipe away a layer of consultants [and therefore save money] have resulted in one of the planners of the future for UK police air support being deleted. At the end of last month E-mails to Ollie Dismore the Home Office Police Aviation Advisor and the public face of joined up UK police aviation for many years announced he had 'gone' from the scene. It may be an accident of birth.

The Home Office Police Aviation Advisor is a long standing secure salaried post at the Home Office and the major link between all the parties since the days when there was no air support. More recently the post drifted from the Home Office and joined the NPIA – the National Police Improvement Agency - a recent creation that was certainly built on dodgy foundations and is likely to find itself disassembled or put down in the ongoing cuts. Created from some very worthy Home Office Departments NPIA has turned out to be a rest home for unemployed chief officers of police and the wage bill is truly massive. One by-product fault seems to be that in being set up some pretty key people including Ollie Dismore were turned into 'consultants' and lost their salaried status.

So for now the post of Aviation Advisor to the Home Office and NPIA is at best suspended and the role of sorting out the future rests on the shoulders of Simon Newman at the NPIA and Richard Watson of Kent Police.



*Capt. Ollie Dismore speaking at the recent PAVCon Conference in the Czech Republic*

**LONG RANGE · HIGH BIT-RATE · RELIABLE MICROWAVE DATA LINKS**

**AIRBORNE GROUND**

**BIDIRECTIONAL - AUTO-TRACKING  
MULTI-CHANNEL - DIRECTIONAL  
DIVERSITY GROUND  
RECEIVE SYSTEMS**

**MICROWAVE TRACKING ANTENNAS  
AND MAP-BASED CONTROLLERS**

**TROLL SYSTEMS**

+01 (661) 702-8900

[www.TROLLSYSTEMS.com](http://www.TROLLSYSTEMS.com)

**NORTHUMBRIA:** The fugitive gunman Raoul Moat [37] remained at large in a remote area of Northumberland for nearly a week before being cornered by police and taking his own life rather than be captured.

Recently released from prison Moat was 'suspected' of wounding his former girlfriend and killing her boyfriend before shooting a patrol police officer. Only the boyfriend died but he was seen to be a general risk to the population so a wide hue and cry was called that brought police officers from many police forces in the UK into the north east of England.

He was finally cornered and a standoff took place into the night. Finally, fearing that he was about to commit suicide two officers fired Tazer weapons. Unfortunately this did not halt Moat firing his shotgun into his head. It was a badly aimed shot though and death was not instant.

In the wider, world, scenario the search for Moat was not particularly important, similar major searches for 'crazed' gunmen take place on a regular basis every week. Few of these feature in British media reports and Mr Moat certainly did not cause a ripple in the USA. The BP oil leak [again one of many world wide] was far more important.

The areas of interest were the make-up of the manhunt that was launched in and around the picturesque village of Rothbury involving hundreds of officers from six forces, armed units, helicopters and paramedics on standby in case of a fire-fight.

A two-mile exclusion zone was thrown around the village and residents were ordered to lock their doors and stay inside as police scoured the area. The two-mile exclusion zone on the ground was mirrored by a five-mile, 5,000ft air exclusion zone only pierced by an air ambulance on stand-by and the law enforcement resources.

There were political repercussions surrounding the case, mainly related to police inaction over written warnings from prison authorities that Moat planned to kill when he was released from jail. The police had the warning but did not act on it and that is being judged as being a matter for concern. Already some [who were not there] are saying that the final action was done incorrectly in that he was able to shoot himself. There are other areas where there might be grounds for concern at a failure to get the job done correctly. Only a year ago the financial bean counters in Northumbria derailed the existing air support consortium consisting of three police forces, Northumbria, Durham and Cleveland and two aircraft. After much wrangling the local air support operation, the North East Consortium, disappeared to be replaced by Northumbria and Cleveland operating separately.

The Moat case brought to the skies of Northumbria periods when two police helicopters were flying over the area of operations. At times the unwanted consortium was of necessity flying together once again, the bean counters being damned and proven wrong again.

The case also brought in an instance of military aid to the civil power in an unusual manner. The use of high speed jets in police work is rare but not unknown, indeed a number of RAF jets were directly involved in the aftermath of the downing of Pan Am 103 at Lockerbie a couple of decades ago but this time an RAF Panavia Tornado GR4 bomber warplane was deployed in the hunt for Raoul Moat.

The 860mph GR4 brought to the hunt a sophisticated infrared camera usually used for covert missions in Afghanistan. The suggestion was that the equipment was better than that carried by the police aircraft but nothing was confirmed about those claims.

**NORTH WALES:** The Eurocopter EC135T1 helicopter currently being operated by North Wales is being offered for sale. Manufactured in 1998 the helicopter s/n 063 and registered G-NWPS has flown over 9,000 hours [recent figures are 9,043 Hrs / 17,167 Cycles]. The EC135T1 powered by the Turbomeca Arrius 2B1A is being withdrawn from all UK police service by CAA edict and all of the fleet are being replaced by new build EC135P2 helicopters role completed by Eurocopter UK at Oxford.

The aircraft has a full law enforcement role fit including day/night FSI camera pod, Sky shout PA system and Starburst SX-5 searchlight fitted to the ventral role pod developed by McAlpine Helicopters [now Eurocopter UK] but now out of favour for modern role fits.

Additional features include Femo Washington stretchers and medical interior, two Martin



Baker swivel seats and a third row of standard seats, sliding cabin doors and fully accessible rear clamshell door.

Notwithstanding one sale to a Caribbean police force and uses as support to current UK police operations in West Midlands [aircraft destroyed] and Northern Ireland [a shortage of resources] the glut of these airframes arriving on the market and none being acceptable for domestic law enforcement for much longer the after sales effort is being aimed at the possibility of reconfiguring them for full HEMS or utility use. The difficult situation has led to the selling agent of G-NWPS, the IBA Group Limited already putting the aircraft out to offer. Delivery of the new aircraft G-NWOI is expected by November.

A later report suggested that the sellers [IBA] were seeking \$2.5M for the helicopter. As the North Wales airframe is owned by lessors it does not fall into the buyback scheme that Eurocopter put into place for the other airframes in this group. As a fixed wing the Cheshire deal is also outside the system, no trade in price on offer. [IBA/PAR]

# COOLSPPOOL

**The latest 28.5 volt GPU range**

**Faster, cooler starts. Perfect for shaft or free turbines. Essential for FADEC aircraft.**

**NEW Mini 17 A/Hr portable GPU.**  
Built-in charger, digital voltmeter,  
protective padded jacket.

**Massive performance, true portability, amazingly low weight.**

**Models from Mini 17 A/Hr to 260 A/Hr Ramp Cart**

**CALL NOW!**

**+44 (0)1934 643000**

email: [info@powervamp.com](mailto:info@powervamp.com)



**powervamp**

Powervamp Ltd, Weston-Super-Mare, England

[www.powervamp.com](http://www.powervamp.com)

**SOUTH & EAST WALES:** Last month's item on the training system being developed for the St. Asaph failed to mention details of the commercial company involved in the development of the equipment.

The police unit is working directly with Paul Chaney of Horizon Simulation Ltd. The latest move on the system is the imminent migration of it to Lockheed Martin's new Prepar3D platform very shortly for ongoing use. [www.horizonsimulation.com](http://www.horizonsimulation.com)

It is worthy of note that in their recent launch of a 'solution' for police air support at the Farnborough Air Show the mighty AgustaWestland are proposing just such a ground based system for training crews [see the Farnborough report from PAN].

**WEST MIDLANDS:** Also at the Farnborough International Air Show the West Midlands Police took delivery of their replacement Eurocopter EC135P2. The helicopter replaces the machine destroyed by fire in the most successful [to date] attack on police aircraft yet seen. The hand-over took place on the EADS/Eurocopter booth in Hall 4 at the Farnborough and was probably the first such UK police handover at the show. The order for this aircraft had been placed in September 2009.

Markus Steinke, Managing Director of Eurocopter UK Ltd., stated, "I am very proud that West Midlands Police has again opted for the EC135, having had its former helicopter destroyed by arson last year. We had been able to deliver a police-configured interim EC135 right after the incident to keep our customer flying, and are pleased to hand over the new one today, less than one year after the order was signed. Our products and services have become the backbone of UK air support since many decades and we are ready to accompany the evolutions of our customers' needs."



Eurocopter products represent 75% of the UK police helicopter fleet in service and have proven to be the favourite solutions for police air support all across Europe and worldwide. In 2010, a total of six police helicopters are being delivered by Eurocopter UK to police services in the British Isles, but they may be the last deliveries made for some years to come.

## UNITED STATES

**FEDERAL:** The US Coast Guard has called in a US Navy MZ3A blimp to look for oil and distressed wildlife in the Gulf of Mexico. Initial flights are over the coast of Alabama, but the missions will be expanded as needed and as the weather allows.

Observers are typically operating from an altitude of 300 to 500 feet in the 178-foot-long airship, which can come to an almost complete stop. The crew radio directly to boats below when they see oil or wildlife that needs attention. So far, the blimp has spotted problems with boom that needed repairs. It's operated by a Navy contractor and staffed by the Coast Guard.

The USCG and USN have used blimps before but they are still not widely favoured. Currently the USN has a MZ3A Airship Laboratory contract worth \$5M with the American Blimp Corporation, Hillsboro, OR for the conversion of an existing MZ3A from manned to unmanned flight and the implementation of heavy fuel engines onto the airframe. Funds will also be used to incorporate critical technologies into the USN airship flying laboratory in order to support the overall mission when the airship is deployed in-theatre.

A current bad run of accidents blighting the USCG fleet was added to this month with the crash of a second Sikorsky MH-60T Jayhawk upgrade.

Previously, the USCG suffered its third helicopter crash in less than two months when a Eurocopter MH-65C, CG 6581, was involved in an accident during training at Eureka Airport in McKinleyville, California on April 29. The helicopter was heavily damaged after rolling

onto its side, but its crew escaped injury.

Just eight days earlier, three escaped serious injury when HH-65C CG 6523 crashed during night training in southern Lake Huron. The crew had been conducting hoist training when it crashed and sank in about 50 feet of water.

The service suffered the first loss of an upgraded Sikorsky MH-60T on March 3, when CG 6028 crashed approximately 50 miles east of Salt Lake City, near Kamas, Utah.

As a further expansion of unmanned aerial vehicles [UAV] in the USA one is to start patrolling the 1,200 miles of Texas border with Mexico and associated coastal areas beginning September 1, 2010. The FAA has now cleared the surveillance aircraft to combat drug cartels and human trafficking in Texas after determining the remotely operated aircraft posed no significant safety concerns to heavy air traffic in the state.

US Customs and Border Protection (CBP) launched its domestic UAV program in 2005 to support law enforcement in policing illegal cross-border activity, but none of the six Predator B drones conducted operations in Texas until June. Because the Texas border accounts for most of the USA's 1,954-mile border with Mexico getting the UAV accepted there is seen as a major victory that has been on the cards since 2008. Operations will be from the Naval Air Station in Corpus Christi.

These UAV operations are costing more than \$37M and are way outside 'normal' law enforcement activity. The same sum would probably secure every frail air support operation in the USA for years. This is military air command pretending to be local law enforcement.

Further down the scale there have been major easements in the abilities of the light UAV categories in the USA. Regular readers may recall that just two years ago it was decreed that the mini-quad rotor craft [mainly manufactured in Canada and Germany] were accepted but unable to fly free in the air. They could be used to search inside a building but not out-

# Enterprise Control Systems Limited



**Digital Video Airborne Systems • COFDM Tactical Data Video Links**  
**• Portable Receiving Systems • Observation Networks**



Specialist design  
through innovation  
and technology

*ECS provides secure digital COFDM uplink and  
downlink systems for all data Applications and users*

[www.enterprisecontrol.co.uk](http://www.enterprisecontrol.co.uk)

Tel: +44 (0) 1327 860050 Email: sales @enterprisecontrol.co.uk



THE QUEEN'S AWARDS  
FOR ENTERPRISE  
INNOVATION  
2007



UKAS  
QUALITY MANAGEMENT  
ISO 9001

side [looking in] and there were strict regulations about police officers using them at all. A lot of that has now changed and eased. The craft are able to fly a search pattern outside a building [and look inside the windows] in tactical scenarios, but there remain difficulties and as a result the way around these relate to gaining permission of the property the craft is flying over. This includes permissions to allow a lateral 'inspection' of the adjoining property. Still very much red tape but clearly improving. The recent crash of another prototype Boeing A160T Hummingbird UAV helicopter cannot help in peoples disquiet about the ultimate safety of UAV's in civil airspace.

FLIR Systems, Inc. has received a \$5.4M order from US Customs and Border Protection (CBP). The contract award is for Star SAFIRE(R) HD stabilised multi-sensors. The units delivered under this order will be used to assist the CBP air assets in their performance on missions guarding the borders of the United States.

Work on this order will be performed at FLIR's facilities in Wilsonville, OR and deliveries are expected to be completed by the end of 2010.

The first P-3 Orion to receive the Mid-Life Upgrade (MLU) modifications was flown for the first time on July 19 from the Lockheed Martin facility here. This aircraft, without its familiar radar rotodome, was redelivered to U.S. Customs and Border Protection in ceremonies on July 13. The P-3 MLU program replaces the outer wings, centre wing lower surface, horizontal stabilizer and horizontal stabilizer leading edges.





**INSIGHT DESIGN**

Insight Design is based in Burnham and specialises in Aircraft and Helicopter paint scheme design, Brochures and Leaflets, Advertising and Publicity, Corporate Design, Logo Design and Illustration

Insight Design can also provide side view illustrations of police and public service helicopters and fixed wing aircraft at A3 size, suitable for framing and printed on archival quality semi gloss paper: please call for further information

**Telephone: 01628 663802**  
**E-mail: flat1@dircon.co.uk**




CALIFORNIA: Night Flight Concepts travelled to Contra Costa County California to provide night vision goggle (NVG) training to the Sheriff's Aviation Unit. The unit has two helicopters that provide law enforcement reconnaissance, rescue, and support to all public safety agencies within the County. The Sheriff's Office uses "Star One", a Bell 407 and "Star Two", a Bell 206B-3 for aerial patrol of Contra Costa and surrounding counties, as well as the East Bay Regional Park District.

Contra Costa County Sheriff's Office takes part in the Turn Green, Turn Key program offered by Night Flight Concepts. With this programme the customer received multiple sets of FAA Approved Nivisys NVAG Night Vision Goggles, annual NVG maintenance agreement, and completed REBTECH STC lighting kit installations on both the Bell 206 and 407 aircraft.

The Los Angeles County Sheriff's Office in Long Beach hosted a visit by the Abu Dhabi Air Wing Brigadier and three others. The group spent six days in the locality. PAN hopes to carry a report on the visit next month. [JM]

Times are hard but the show must go on it seems when it comes to public access air shows set to promote the work undertaken by the airborne emergency services. So much so that the Los Angeles Fire Department felt obliged to warn anyone interested that a large contingent of military and public safety helicopters might be seen flying over Los Angeles on the given day. More than three dozen aircraft, at times flying in low altitude formation, were scheduled to be gathering for the latest 'American Heroes Air Show' at the Hansen Dam Recreation Area in the northeast San Fernando Valley. The notice was given to dispel any fears that some local emergency was associated with the aircraft.



First presented in 1993 at the Santa Monica Airport, the American Heroes Air Show has grown to become something of a 'National Treasure' in airborne emergency services circles. A helicopter-only, admission-free aviation event designed to profile rotary-wing aviation's dynamic role in law enforcement, public safety, communications, SAR and homeland security and defence.

Volunteer led it is not a one off event for California and a number of states hold them to both boost aviation and recruiting into the emergency services and military. Finance is raised by selling space to vendors but it is largely an event for public service organisations, the media and local elected officials.

The California edition has been and gone but a visit to the [www.heroes-airshow.com](http://www.heroes-airshow.com) website give details of other venues pending and of the next two events already well advanced in Canton, Georgia and Chesterfield, Missouri later this year.



**Honeywell**  
**OBSERVER**  
MKIII Mission System

**Honeywell UK Limited (Skyforce)**  
Enquires: [mission.systems@Honeywell.com](mailto:mission.systems@Honeywell.com)  
Website: [www.skyforce.co.uk](http://www.skyforce.co.uk)

FLORIDA: Broward County Sheriff Air Support Unit selected Becker Avionics' DVCS6100 Digital Audio System for integration into its new Eurocopter EC135.

The aircraft will soon undergo completion at Southeast Aerospace and will include the DVCS6100, chosen for its unique ability to effectively manage and control all audio sources in the helicopter. Becker's Digital multichannel audio and intercom system, with its software configurable profiles, provides the flexibility to specifically customise the system to meet the demanding multi-role operational requirements of Broward's Air Support Unit. The DVCS6100 manages all transceivers, receivers and audio warning sources in one central system and provides simulcast capabilities on 8 channels.

The Aviation Unit has provided air support over the skies of Broward County since 1970. The unit provides assistance to all city, county, state and federal agencies in Broward County.

INDIANA: The Indianapolis Police Department, officially grounded since April of this year is to sell most of its aircraft. After exploring a range of options Public Safety Director Frank Straub and officials determined the best option would be to sell the police department's MD-600 and two Hughes helicopters leaving the operation with just single Bell 206. That move would free up and raise money to allow the department to operate the remaining aircraft into 2012.

The insurance policies for the four helicopters were allowed to expire in early January under mounting budget pressure. One of the helicopters hadn't been flown in six months, while another hadn't flown for more than two years [Media/IPD]

MARYLAND: American Eurocopter has announced that an EC120 helicopter operated by the Baltimore Police Department has become the first EC120 in the world to reach 10,000 flight hours. The Baltimore Police Department's fleet consists of four EC120s, which they have been operating since 2000. The fleet has now operated in excess of 30,000 hours.

"The EC120 has been a great aircraft for us," said Sgt. Andre Monroe, Flight Operations Sergeant for the Baltimore Police Department. "We typically fly around 350 hours a month in support of our officers on the ground and in conjunction with assisting other area agencies such as fire and EMS. The EC120 is extremely versatile, which has contributed greatly to our ability to perform airborne law enforcement."

The EC120 is powered by a Turbomeca ARRIUS 2F engine and is known for its high manoeuvrability, state-of-the-art ergonomic cockpit, and low noise signature. The wide unobstructed cabin, along with its excellent visibility, makes the EC120 an ideal platform for law enforcement operations.





**AER**  
Aerial  
Emergency  
Response

[www.tangentlink.com](http://www.tangentlink.com)

**Conference and Exhibition**

Focusing on the entire Sphere of Aerial Assets and their contribution to humanitarian needs, environmental disasters and relief operations.

**Asia-Pacific • 27–28 October 2010**

Crowne Plaza Mutiara, Kuala Lumpur, Malaysia

For further information: +44 (0) 1628 660 400



<http://www.tangentlink.com/aerial-emergency-response-asia-pacific-27-28-october-2010/>

MICHIGAN: Around six years ago Macomb County Sheriff's Office in Mt. Clemens, Michigan set up a unit of volunteer reserve officers to patrol the county from the air. The unit started working in late May 2004. The Air Patrol Unit was set up in the wake of the air operation in Warren being scrapped due to budget constraints. Fifteen police reserves operated the unit based at the Romeo Airport in Ray Township. All members of the new unit donate their time and the use of their personal planes or helicopters to the local community - called out for emergencies including SAR operations.

The cost to the county for this new unit has been minimal. The Sheriff's Office bought a \$2,000 radio to allow dispatchers to communicate with the reserves as they fly a mix of fixed and rotary wing aircraft. It has been estimated that some \$3M is being saved annually. One of the more active volunteers, David Lawler, has upgraded his personal mount from a Robinson R22 to a Robinson R44. Lawler, owns Tank Truck Service of Warren, and operated the R22 for a majority of the 650 missions he has flown in support of the sheriff and his men using that machine. The new craft is a new standard R44 N4214M (c/n 2008), which he uses to commute to work and is available for call-out direct from the 'office'. [Macomb Weekly]

NEW YORK: It seems that there is few expressing surprise at news that the Port Authority of New York grounded its police marked helicopter fleet in the middle of last month.

The helicopter unit is part of the Port Authority Police Department, based at Teterboro Airport in Bergen County. The fleet is a pair of Sikorsky S-76 helicopters, one purchased new

THEY CAN RUN, BUT THEY CAN'T HIDE.



SUPERIOR 24/7 OBSERVATION SOLUTIONS FROM CARL ZEISS OPTRONICS

in 2003, and valued at \$6.3M, and a 1984 model valued at anything between \$1.9 and \$2.9M. Apart from the police officers who ride the helicopters, the operation is fairly manpower hungry, it has three pilots, three mechanics, two maintenance supervisors and an operations agent which reportedly make up the bulk of the \$3.7M salaries and other expenses it cost last year.

Until the close down the commercial pilots of this operation flew a pair of Sikorsky S-76 on a 'self launch' basis for some years. Now the Authority is saying that the \$3.7M it spent each year on overflying 'critical infrastructure' was a waste of money in tough times.

The agency S-76s spent most of their time flying police over airports and bridges to check security twice a day, Monday through Friday [but not it seems Saturday or Sunday].

Some thirty flights included a mixed bag of missions such as tours of Port Authority facilities, misper searches, security sweeps prior to VIP visits, business trips, training, photo shoots and memorial flyovers.

A fairly damning study by the authority covering the eight month period from August 2008 to April 2009 was obtained by the Daily News. The paper suggested that 90% of the 228 security flights in the period found no unusual activity and in any case only some 4% of sorties were deemed to be "approved" security activity, including participating in January 2009 crash of the US Airways Airbus airliner in the Hudson River. Footage from the incident did not show any close involvement by the S-76 fleet The SAR helicopters of the NYPD dealt.

The Authority notified the pilots that it was their last day and told the ground crew they'd be reassigned with little or no notice. The agency hopes to sell the two helicopters for \$8.5M.

Exhibiting a lack of appreciation of even its available local law enforcement agencies, the authority said that it would in future reply upon the NYPD, New Jersey State Police and even the City of Newark OH-58 which was grounded weeks ago.

## AIR AMBULANCE

### AUSTRIA

ÖAMTC: Turbomeca has reported that the Arrius 2B engines, powering the 27 ÖAMTC's EC 135T helicopters, have not accrued 200,000 flight hours and around 200,000 missions.

*"This is an important milestone for our EC 135T fleet, which 100% of it is equipped with the Arrius 2B engine, as our entire fleet is powered by Turbomeca engines. The reliability of the Arrius engines and our close working relationship with Turbomeca Germany is a key factor for the success of our missions."* said Martin Weger, Director of maintenance and Wolfgang Burger, Technical Director.

ÖAMTC's fleet is deployed over 16 bases in the summer and 22 in the winter. Their EMS missions are set against a high mountain environment. The whole engines fleet is maintained by Heliair.

The Arrius 2B2 was designed to allow a greater take-off weight in category A; it offers the best performance at high altitudes and temperatures and a TBO of up to 4,000 hours.

The family of Arrius engines can demonstrate a solid experience based on more than 2,500 delivered engines, accumulating over four million flight hours. Turbomeca worldwide network already provides the after sales support of Arrius for 430 customers in 60 countries.



## EUROPE

In the first half of the year 2010 the air rescue organization DRF Luftrettung flew a total of 17,975 missions, involving helicopter missions at 31 HEMS bases in Germany, Austria and Denmark as well as worldwide repatriations with its ambulance aircraft.

In Germany alone the helicopter crews were alerted 16,645 times in the first half of the year to what often proved to be life-saving rescues. The red and white helicopters were on scene 12,742 times as fast providers of emergency care to injured and acutely ill emergency patients. In 3,903 cases, transports of intensive care patients between clinics were involved. In total, the German crews flew 275 more rescues than in the same period of the previous year.

In addition to its 28 HEMS bases in Germany DRF Luftrettung operates 3 HEMS bases abroad: two in Austria and one in Denmark. In Austria DRF Luftrettung's helicopters flew 794 missions altogether. On 1 May 2010 the first Danish air rescue base was opened in Ringsted. In the first two months of its operation the helicopter with call sign "Air Rescue 01" was alerted 172 times.

In the field of worldwide ambulance flights, DRF Luftrettung together with LAR (Luxembourg Air Rescue) conducted 364 repatriations under the name of EAA (European Air Ambulance). With their six ambulance aircraft they flew to 70 countries worldwide. These repatriation flights were coordinated by the Mission Control Centre MCC at the airport Karlsruhe/Baden-Baden in Germany.

At 31 HEMS bases in Germany, Austria and Denmark, DRF Luftrettung is currently operating over 50 helicopters for emergency rescue and the transport of intensive care patients between clinics, at eight HEMS bases, 24/7. In total, approximately 550 emergency physicians, 250 paramedics, 180 pilots and 70 technicians are on duty for DRF Luftrettung.

[www.drf-luftrettung.de/english.html](http://www.drf-luftrettung.de/english.html)

## MALTA

Last month's story about the launch of an air ambulance service in Malta turned out to be story with two heads.

First past the post was the announcement that a new air ambulance service based in Malta had been launched by Medilink, a Maltese company with Tunisian partners.

They say the service will offer high quality medical emergency services to clients from north Africa to southern Europe. A group of 24 Maltese doctors and nurses were rigorously trained on how to operate and provide medical services on board the plane, identified as a British registered 1982 Beechcraft 200 Super King Air G-SYGA.

Days later the owners of the aircraft, Synergy Aviation, announced that they had based the King Air in Malta for dedicated air ambulance work and were working with local contacts. The UK based private charter operator's King Air is configured with a 'Lifeport' stretcher system and five passenger seats, the aircraft is available 24/7 and is seen as primarily serving North Africa.

Privately-owned Synergy Aviation, established five years ago by Glen Heavens, operates a range of business aircraft across Europe including Cessna Citation jets and Beech King Air turboprops. The company also runs a flying school – the Fair Oaks Flight Centre. Synergy's main bases are London Biggin Hill, London Luton and Fair Oaks Chobham Airports.

[www.synergyaviation.com](http://www.synergyaviation.com)

## KENYA

Phoenix Aviation Ltd., a charter company based at Wilson Airport in Nairobi has added a Beechcraft King Air 350 twin turbo prop aircraft to its mixed business aircraft fleet for charter and air ambulance services. When used for medical evacuations the King Air 350 has the capacity for two patients who are cared for by an ICU qualified flight nurse and a doctor using state of the art support equipment. Phoenix Aviation Limited have a fleet of three



**Reims F406 Land & Sea Surveillance**

The logical economical choice of many operators  
Police, Fisheries, Coastguard, EMINT, EEZ patrol.

Recent sales and deliveries  
Serial No. 90, 91, 92, 93, 94, 95

Bob Crowe Aircraft Sales Ltd  
Tel: +44 (0)1234 750442  
www.bobcroweaircraft.com  
sales@bobcroweaircraft.com

Cessna Caravan single engined aircraft, four Beechcraft King Air twin turbo prop aircraft and four Cessna Citation Bravo twin jets. In addition, they operate a five seat Eurocopter helicopter.

## SPAIN

**CANARY ISLANDS:** A new EMS contract starts in the Canary Islands on 1<sup>st</sup> August, with two AgustaWestland AW109s based at Reina Sofia on Tenerife and Gando Airport on Gran Canaria. The service will be operated as SUC (Servicio Canario de Urgencias) and include an AW109 EC-LGI [KIP]

## UNITED KINGDOM

**KENT:** In their first pre-event news letter for the forthcoming Airmed 2011 the organisers, the Kent, Surrey and Sussex Air Ambulance, spoke of their honour and delight to be chosen to host the Airmed World Congress next year in conjunction with EHAC (European HEMS & Air Ambulance Association). They look forward to welcoming colleagues in the aero-medical world to this unique event.



The four day conference is being held in Brighton from 24 – 27 May 2011. The programme will bring together the finest in the aero medical world with a scientific programme which 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. [www.airmed2011.com](http://www.airmed2011.com)

HEMS and Air Ambulances all over the world operate in very different ways. From the aircraft that they use, fixed wing and rotary, to the crews who fly in them and the ways in which they are funded. They do however have a common aim in saving lives!

The Airmed World Congress 2011 will be held from 24 -27 May 2011. The aviation exhibition and flight demonstrations will be on 27 May. Buses will transport delegates from the centre of Brighton to Shoreham Airport.



**Reims F406 Land & Sea Surveillance**

LONDON: London's Air Ambulance (LAA) has finally appointed a director to replace David Philpott, who was sacked after raising concerns about the charity's governance and solvency last year and has since moved on to posts with two other air ambulances. David Oakley has been appointed charity director at the LAA - a different title to the one held by Philpott but still the charity's most senior executive officer, so effectively replacing Philpott. [Civil Society]

SCOTLAND: Following continued complaints from its customers on outlying islands it looks likely that the Government sponsored and controlled Scottish Ambulance Service has said it could make immediate changes to its air ambulance operations.

Ambulance service bosses have been touring the country for several months to gauge public opinion of the performance of air ambulances as part of a consultation on the future of the service.

The contract for emergency helicopter provision is up in 2013, and the Scottish Ambulance Service (SAS) has been asking for feedback on what can be improved before the service is put out to tender before the end of 2010.

The current set-up has been criticised in both Orkney and the Western Isles. At previous meetings in Orkney and Barra residents said they could wait hours for helicopters in a medical emergency.

More feedback. The present contract holders are Gamma Aviation, which won the service from Loganair in 2006. [P&J]

WILTSHIRE: Air ambulance expert David Philpott has pledged to establish the Wiltshire Air Ambulance Appeal as an independent charity.

As reported last month Mr Philpott was appointed chairman of the appeal and his remit is to move the charity away from the Great Western Ambulance, which is the sole trustee. GWAS pledged back in September 2008 to make the charity independent but no progress was made.

Mr Philpott, 52, who lives in Ashford, Kent, intends to separate the charity from its corporate trustee and set up an independent board that reflects Wiltshire in its diverse geography and skills mix.

He has been given up to two years to achieve the move to independent status. Meanwhile GWAS is paying the salary of Mr Philpott, which is £6,005 for 30 days a year. It is the first time the chairman's post has been salaried and that led to its only long term employee leaving in protest two months ago.

Mr Philpott said he would use the salary to pay his petrol and accommodation costs when he visits Wiltshire but would not claim any expenses. He is not after financial benefit and will not be claiming expenses on top of the salary. [JC]



## Marketing to the police? A new market area ?

Helimetrics Ltd's unique experience with high value projects and with UK police forces and law enforcement agencies will deliver research, market appraisals and strategy proposals that make sense

Helimetrics Ltd clients already include a wide range of agencies and multi-national companies

Telephone: +44 1608 642231 and email: [josmond@helimetrics.com](mailto:josmond@helimetrics.com)

# FIRE

## UNITED KINGDOM

AVON: It is claimed that Avon Fire and Rescue are close to adding a helicopter to its fleet. Since late last year it has become public knowledge that Avon is apparently considering the use of a helicopter for transporting specialist equipment and fire fighters to incidents such as road accidents and chemical spills. Using a helicopter could create quicker response times than the current four rescue tenders used. The four rescue tenders were called to 818 road traffic accidents and nearly 800 other incidents annually.

These specialist road vehicles are a very different resource to the thirty-eight pumps that undertake the primary fire fighting effort.

Minutes from fire service meetings held late last year confirm the item is on the agenda but the recent media story suggests operating costs in the region of £800,000 a year, including the cost of pilotage, fuel and maintenance for a 24/7 operation. [Gazette/PAR]

## UNITED STATES

HAWAII: On June 29, MD Helicopters delivered a brand new MD 500E to the Hawaii County Fire Department. The Department covers 4000 square miles and flies around 1,000 hours a year operating some 300 missions, with half fire and half rescue.

The new MD 500E replaces an MD 500D purchased in 1982, which now has over 16,000 hours of flight time over 28 years of service in the islands.



*Apparently photographed over a less than lush American desert landscape this MD500E is now operating over Hawaii [image MDHI]*

# SEARCH AND RESCUE

## INDIA

COAST GUARD: The build up of Coast Guard resources continues. Although plans are in hand to bring in modern airframes the Coast Guard continues to induct the venerable HAL-built Chetak helicopter, based on the fifty-years old French Alouette design. This single engine type is considered quite capable of undertaking hazardous missions, including armed maritime reconnaissance and SAR. At its introduction the Chetak CG 820 was introduced as a 'high performance, multi role, versatile flying machine.' It is now serving with the 848 Squadron of the Coast Guard.

The first ICG aviation unit, 800 squadron, was commissioned in May 1982 with two Chetak helicopters at Goa. Since then the operation has grown to an inventory of 17 Chetak helicopters, 24 Dornier Do228 aircraft and three Advanced light helicopter (ALH). Twelve more Dorniers, three Chetak's and three ALH are due from domestic production but more modern long-range types are expected to be introduced with details still awaited. With the Coast Guard on an aircraft purchase spree driven by terror attacks the force is recruiting commercial pilots on a short-term contract basis to fly its helicopters and planes.

## IRELAND

COAST GUARD: CHC Helicopter has been awarded a 10-year, €500 million contract to provide SAR services on behalf of the Irish Coast Guard.

The contract, will provide SAR services from bases at Waterford, Dublin, Shannon and Sligo from 2012 onwards. CHC already provides SAR services from these bases but the new contract will see the existing fleet of S-61N aircraft replaced with newer Sikorsky S-92A helicopters that are custom fitted for SAR work.

The Irish contract cements CHC Helicopter's position as a world leader in provision of civilian SAR services. In addition to the service already provided in Ireland, CHC currently provides SAR coverage in Australia and the UK, and through its membership in the Soteria consortium, has been identified as the preferred bidder on the UK SAR-H program, a 25-year contract to provide helicopter-based SAR services from 12 bases throughout the UK.

CHC is the world's largest operator of the Sikorsky S-92 helicopter that has a long and distinguished pedigree in SAR operations. There are currently more than 100 S-92 helicopters in operation around the world with a fleet total approaching 250,000 flight-hours.

Unconfirmed rumours in the UK suggest that the S-92 airframes for this contract were to include those displaced by the now 'suspended' UK SAR-H programme and that there was a real danger of UK programme airframe slippage as they went to the Irish customer.



# COUNTER TERROR EXPO

19 – 20 April 2011

Olympia London

[www.counterterroexpo.com](http://www.counterterroexpo.com)

## JAPAN

**COAST GUARD:** The Coast Guard has signed contracts for six more AW139 medium twin helicopters. These aircraft will be deployed at bases throughout Japan and used to perform SAR and maritime patrol missions.

With this latest contract the Japan Coast Guard has ordered a total of eleven AW139 helicopters, increasing the number of AW139 helicopters sold into Japan to seventeen. This number includes the law enforcement helicopters currently in service with the Tokyo Metropolitan Police TMP and the new contract with the Japan National Police for the Chiba prefecture and the electronic news gathering configured helicopters currently operating with NHK and Kansai TV.

The Coast Guard AW139's are equipped for all-weather, day/night and ship-based operations, with a comprehensive mission equipment package that includes a rescue hoist, high definition FLIR, communications and navigation equipment package.

## PORTUGAL

**AIR FORCE SAR/FISHERY:** The Portuguese Air Force has achieved the milestone of 10,000 flying hours with its AW101 medium/heavy three engine helicopter fleet whilst performing SAR and fishery protection duties.

The achievement was celebrated prior to Farnborough at Montijo Air Base, where the Portuguese AW101 fleet is based.

Since the delivery of the first of twelve AW101s to the Portuguese Air Force in late 2004, these aircraft dedicated to SAR, Combat SAR and fishery protection roles have performed hundreds of SAR missions saving more than 630 lives. With the largest SAR area of responsibility of any European country the long range and endurance of the AW101 has provided new levels of SAR capability over a large area of the Atlantic Ocean operating from bases on the mainland, Lajes in the Azores and Madeira. The fishery protection variant is equipped with a cabin mission console allowing the operator to control the 360 degree scan radar, Forward Looking Infra-Red (FLIR) camera and the communications suite.

## UNITED STATES

**LOUISIANA:** Era Helicopters LLC (Era) have announced the launch of a Search and Rescue and Emergency Medical Services (SAR/EMS) operation from its base located in Fourchon, Louisiana.

Together, Era and Priority 1 Air Rescue (P1AR) will offer FAA-approved, full-service SAR/EMS capability and turnkey solutions to offshore Oil & Gas companies located in the Gulf of Mexico for a 24-hour SAR and advanced life support paramedic resource.

The P1AR crews, including hoist system operators, rescue swimmers, and flight paramedics, will supplement Era's state-of-the-art SAR equipped AW139 helicopter dedicated to the new programme. Era will initiate SAR service with a hoist equipped, four axis autopilot AW139 aircraft, which will be the first AW139 to be operated for SAR/EMS role in North America. The AW139 aircraft is equipped to exceed the latest safety standards with options to include GE Health and Usage Monitoring System (HUMS) and a Lifeport medical interior. Adding to the aircraft's basic SAR capabilities will be enhancements such as the Goodrich dual hoist system, night vision (NVG) interior, a 40 million candle power SX-16 white light/infrared Nightsun, and an integrated auto hover with search pattern modes.

Priority 1 Air Rescue crews are trained and certified with United States National Registry and Louisiana State Paramedic Licenses, to the highest level of national/international rescue and aviation standards. The Era/P1AR SAR crews are capable of providing technical rescue support for shipboard and offshore oil and gas industry including high angle rope rescue, worker entrapment and confined space rescue. These aircraft will also be available for response to hurricane relief efforts.

# INDUSTRY

Sikorsky Aerospace Services (SAS), has acquired **LifePort, Inc.**, a Washington aircraft accessories manufacturer that specialises in air medical systems, lightweight armour, interior furnishings and Enflite™ galley equipment for fixed and rotary wing aircraft. This acquisition establishes SAS's new accessories business segment.

LifePort, which had been privately owned, will operate as "LifePort, a Sikorsky Aerospace Services Company," retaining its current executive management team. In addition to its primary facility in Woodland, Washington, LifePort operates additional manufacturing facilities in Georgetown and Plano, Texas.

Terms of the acquisition were not disclosed. LifePort's revenues for 2009 were about \$65 million.

Sikorsky Aerospace Services provides comprehensive support to rotary and fixed wing operators around the world. It offers its military and commercial customers a full portfolio of support services, including material distribution, maintenance, overhaul & repair, aircraft modifications and life-cycle support.

**EADS** plans to refresh of the group's branding in order to create an integrated look and feel for all of its units. Coinciding with the ten years' anniversary, this move will visibly reflect the Group's direction for the future.

EADS evolved from a merger, in July 2000, between the French Aerospatiale-Matra, the German DaimlerChrysler Aerospace (DASA) and the Spanish CASA companies. Its four divisions are Airbus, the world's leading commercial aircraft manufacturer, Eurocopter, the global leader in helicopters for the civil and parapublic markets, EADS Astrium, the European leader in civil and military space systems and services and EADS Defence & Security, an essential supplier of systems solutions to armed forces and civil defence organisations around the world. Today, the branding of the divisions is diverse and the result of the company's heritage.

**Microtecnica**, the aerospace equipment specialist, has announced a strategic alliance with Korean aerospace manufacturer Hanwha Corporation.

The agreement will see Microtecnica and Hanwha collaborating on Korean aerospace programmes as preferred partners for the design, development and manufacture of new equipment and systems, strengthening the actuation specialist's presence in the Korean market.

Most recently Microtecnica worked with Hanwha to produce a hydraulic system power control unit for the Korean Utility Helicopter (KUH) programme. In addition, it is expected Microtecnica and Hanwha will be collaborating on future business to provide flight control systems to international customers. [www.microtecnica.net](http://www.microtecnica.net).

**REBTECH** has announced a merger with Aero Instruments based in Bedford Texas. The company was purchased in 2002 to bring additional economic and quality controls as well as to ensure the ongoing safety of their products.

The merger with Aero Instruments provides a streamlined administrative process from the initiation of a project through the final customer support process for comprehensive after sale satisfaction. Reduced AOG response time is an ancillary benefit of the merger and will also mitigate aircraft downtime. Both are based in Bedford, Texas.



The World of Martins by the PMCC

[www.policegifts.co.uk](http://www.policegifts.co.uk)



Gifts for Policemen



The World of Martins by the PMCC

[www.police-memorabilia.co.uk](http://www.police-memorabilia.co.uk)

As has been evident for some considerable time now selection for operations by airborne law enforcement has been the 'Holy Grail' of many a new manufacturer and many strange craft appear in spurious markings suggesting that the police should adopt this airframe and that usually in the face of local and governmental official opinion. There are still those that seek to hold back the tide of entrenched opinion that European police aircraft WILL have two engines and sophisticated systems enabling safe night and marginal weather operations. And even where they meet intransigence they seek to suggest that the police should have a second fleet of single engine VFR craft sitting in hangars so they can save money on good weather daylight operations.



It is set against this background that a couple of years ago a Staffordshire UK based company called **Falx Aviation** produced a 'highly innovative' VTOL concept aircraft with a full set of 'Police' markings. It was supposed to have been at Farnborough 2008 and the principal Simon Scott of Stoke on Trent used to have a Linked in presence. But it has all gone quiet of late. But I guess we can be sure that there will be another artists impression along shortly. Indeed the PAN Farnborough report edition includes details of one of the latest 'paint job' submissions to hit the aisles there – in model form only I hasten to add.

Details have emerged at the Farnborough Air Show of a sale of 30 helicopters of various types, including the AW139, by **AgustaWestland** to Algeria for parapublic use. AgustaWestland officials have so far declined to comment and no details were available about when the contract was signed. Giving the claim some credence is knowledge that the Italian firm has previously sold six AW101 and four Super Lynx 300 helicopters to Algeria. The latest rumour seems to relate to types including the AW139. [Defense News]

With sales in the business sector poor it is reported that Piaggio have joined the rest of the aircraft industry in stepping up its sales effort directed at the 'Special Mission' sector. With a background in selling its earlier types [principally the P166] into the sector the latest type being promoted is the P180 Avanti II. The Italian manufacturer is aggressively pursuing the UK market, where it has failed to secure a single sale to date.

DART Helicopter Services subsidiary **Apical Industries** has received FAA approval of their Cable Cutters Kit for the EC135 P1, T1, P2, T2, P2+, T2+ models of aircraft. Transport Canada and EASA approvals are pending. The EC135 kit is a new addition to the previously received Cable Cutters Kit approvals for other Eurocopter and Bell Helicopter Models. The Cable Cutters Kit is designed to protect the helicopter during a wire strike by providing the capability to cut a cable or wire before catastrophic damage occurs.

The EC135 Cable Cutters Kit significantly reduces the possibility of a cable or wire entering the cockpit and the chance of flight control damage. Similar cable/wire cutting devices have

*Copyright Notice: The content of this publication includes items that are the copyright of others. The source of words and images will usually be indicated together with the source of additional information that seeks to enhance the original information.*

*Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAVCon logo. In addition from time to times images specifically altered by Insight Design and others but originally produced for McAlpine Helicopters [now Eurocopter UK], Oxford, will appear with permission of the original owner. In some cases it may not be possible to indicate the source of this material directly associated with the images used.*

# [www.PoliceAviationNews.com](http://www.PoliceAviationNews.com)

## *A wealth of on-line resources*



proven to be effective even during multiple wire strikes. The kit incorporates both an upper and lower cutter and each cutter is designed with high strength cutting blades. The Apical cutter was tested to verify the capability to cut a cable having a 14,000 lb tensile strength. The kit contains skidtube mounted deflectors and wiper deflectors as standard. The kit also includes everything necessary to install the kit and is compatible, but does not require, any previously installed OEM fixed provisions. An optional GPS antenna mount kit is also available, which allows an antenna to be placed on the upper cutter deflector for ideal reception.

DART Aerospace Ltd., has received FAA approval for the Replacement Engine Mount Kit for the Bell UH-1H. The Kit replaces the OEM Tripod Assembly (P/N 205-060-105-001, Bipod Assembly (P/N 205-060-106-001) and Tube Assembly (P/N 205-060-107-001) that are used to install the T5317A/B/BCV engines & T5313B engines in UH-1H helicopters. Previously, the Replacement Engine Mount was Transport Canada and EASA approved for 205 models and FAA approved for 205 and 210 models. The kit features adjustable turnbuckles to make engine alignment easier and stainless steel construction. All of the traditionally welded joints have been replaced with more durable one-piece machined components.



## ATTRACTIVE OPTIONS

Latest edition available worldwide on-line  
 Downloadable PDF in handy size no need to read on-line  
 Easy crew room print-outs  
 Full 12 months archives at the click of a mouse  
 Research data files freely available on-line

**NO SIGN UP NO HIDDEN CHARGES**



# ACCIDENTS & INCIDENTS

**30 May 2010 Beech King Air 200 N771MG.** Air ambulance of AirMed Inc. Augusta, Georgia, USA. While preparing for landing on a return trip, with a patient aboard, the pilot lowered the landing gear. After the landing gear had been lowered, the pilot noticed that one of the three landing gear lights was not illuminated. The pilot was unable to resolve the issue and diverted to a larger airport where a landing was made without incident. It was determined that the bulb in the light had failed. [Concern]

**24 June 2010 Bell UH-1H N205KS.** Santa Barbara County Fire Department. The Bell experienced a structural failure in the tail boom at Lake Cachuma near Santa Barbara, California whilst undertaking training flights. The helicopter was being operated by the fire department as a public-use flight with two commercial pilots and three passengers aboard, they were not injured but the helicopter sustained substantial damage. The flight originated from Santa Ynez, California, and was staged at campground adjacent to the lake, where it departed from throughout the day. While hovering near a cliff at the north end of the lake, about 200 feet above ground level (agl), the PIC heard a loud sound and felt the helicopter yaw slightly. He made a precautionary landing without mishap. The left tail boom attachment fitting was fractured. [NTSB]

**27 June 2010 MD500E** unknown. Oklahoma City Police Department, Oklahoma, USA. The pre-flight inspection of the police helicopter revealed the aircraft took a bullet during its patrol the previous night. No one was hurt. The pilots did not notice the shot while in flight and the helicopter's performance was not affected. The bullet struck near the rear rotor assembly and disintegrated upon impact, and pilots discovered the damage the following morning. [Media]

4 July 2010 Cessna 421 N31AS. Air ambulance operated by O'Hara Flying Service II LP, Amarillo, Texas. The aircraft crashed shortly after taking off from Alpine-Casparis Municipal Airport, Texas, killing all five people on board. The crash occurred around 0015hrs about a mile east of the airport which is 200 miles southeast of El Paso. The plane was en route to Midland when it crashed in a field and was destroyed. Those onboard were identified as a patient and his wife, Guy Richard Folger, 78, and Mary Folger, 59, of Alpine. Also on board were two flight nurses, Sharon Falkener, 49, of Fort Davis, and Tracy Chambers, 42, of Alpine, and the pilot, Ted Caffarel, 59, of Beaumont. Mr. Caffarel was apparently trying to make an emergency landing in the muddy field when the plane hit a rut, overturned and burned. [Media/FAA]

4 July 2010 Eurocopter AS365N3 Dauphin N520CF. Air ambulance of CareFlight Air & Mobile Services, Dayton, Ohio operated by Air Methods. A few minutes after lifting from a remote base for a scene response, a loud noise was heard and a right rear Plexiglas window shattered. The pilot landed without incident at a local airport. It appears the door skin separated from the aircraft. [Concern]

**5 July 2010 Sikorsky S-76 N72EH.** Air ambulance of Boston Medflight, Hanscom Air Force Base, Bedford, Massachusetts operated by EraMED. During ascent after departing the hospital en route to a Boston tertiary care centre, the #2 engine experienced a partial loss of power. The pilot was able to successfully transition to single engine flight and diverted to Hanscom AFB. The faulty engine began to operate "normally" while en route to airport. The pilot executed single engine landing procedures in accordance with the emergency procedure checklist without incident. The transducer was identified as the probable cause and replaced. [Concern]

**6 July 2010 Bell UH-1 FAB-\*\*\*** Bolivian Air Force. Aircraft on anti-drug mission crashed Churo Ayopaya near Alto, in the region of Chapare, Cochabamba. [Media/Helihub]

**7 July 2010 Eurocopter AS355N 9M-PHG.** Polis Diraja Malaysia (PDRM) crashed in a field in Santubong, near to Kuching (Sarawak state), Borneo. Aircraft ended up resting on its side with clear damage to rotor system and tail boom. No fire and no reports of injuries. Possibly repairable except for the age of the aircraft. The two police helicopter pilots were undertaking a landing at the Department of Civil Aviation training site near Kampung Trombol, Telaga Air. The pilot, Assistant Superintendent Winton Ng, 33, and his co-pilot, Inspector Awang Hasbullah Awang Ghazali, received outpatient treatment for minor injuries at Kuching Hospital. [Media/NST/AF]

**7 July 2010 Sikorsky HH-60T Jayhawk CG????.** US Coast Guard. The helicopter was heading from Astoria, Oregon to its home base at Sitka, Alaska when it went down into the sea after reportedly striking wires. It went into the water near James Island off of La Push on the Olympic Peninsula west of Seattle, Washington State, USA. One of the four crew was rescued and hospitalised with non-life-threatening injuries, the other three died. The survivor was Lt. Lance D. Leone, 29, those that lost their lives were Lt. Sean D. Krueger, 33, AMT1 Adam C. Hoke, 40 and AMT2 Brett M. Banks, 33. [USCG/Media]

**14 July 2010 Eurocopter EC145 N102VU.** Air ambulance of Vanderbilt Life Flight, Nashville, Tennessee operated by Air Methods. The #1 engine failed to start on first attempt and the start was aborted. During a second start attempt, the pilot observed TOT stabilising around 300°C and then decreasing. The start was again aborted. A medical crew member outside aircraft alerted the pilot to an engine fire and small fire on the ground. A halon fire extinguisher was used on the fires. No fire warning lights illuminated and the TOT remained below 300°C. No damage caused by fire or the halon extinguisher. It was determined the start valve failed to function properly allowing fuel to spray out of the combustion chamber and into the exhaust area. [Concern]

**14 July 2010 Bell 407 N30HF.** Air ambulance of HALO-Flight Corpus Christi, Texas. The crew dropped a patient at the receiving facility and was dispatched to respond directly to a second flight. Two minutes into the flight it was observed that the transmission oil pressure indicated no pressure. A precautionary landing was made. After being returned to service the problem repeated itself and on this second instance it was found that a broken ground/earth wire that was causing the intermittent problem. [Concern]

**14 July 2010 Pilatus PC-12 N317NA.** Air ambulance of Native Air, Mesa, Arizona operated by Omniflight Helicopters, Inc. With the Pilatus parked on the ramp being worked on by an engineer a Cessna 172 was seen to be taxiing on a collision course. The mechanic attempted to alert the taxiing aircraft but was unable to. The Cessna's left wing hit the left winglet. Initial examination of N317NA by the mechanic showed no damage but the Cessna had about a 3-4 inch dent in the leading edge. [Concern]

**19 July 2010 Bell 206 JetRanger N3185A.** Fire fighting. A pilot and three fire fighters shared a near-death moment after their helicopter went down in the Elko mountains of Nevada. After the crew picked up their fellow rescuer near the cliff precipice, the helicopter lifted up and quickly banked hard right, then taking a near vertical descent, pulling up before nearly nose diving into the ground. Barely crashing on first descent, the helicopter's rotors thrashed through bushes and through a crowded campground before finally stalling and crashing to the ground. The incident happened at Angel Lake Campground, near Wells, Nevada. The helicopter was wrecked and the pilot injured but the fire fighters were not seriously hurt. [FAA/Fox]

**22 July 2010 Sikorsky SH-3H Sea King N950SB.** Los Angeles County Sheriff. Air-5. Loss of one engine resulted in the *helicopter making an emergency landing at Long Beach Polytechnic High School, one was injured. The helicopter landed safely on the school's athletic field after problems were detected during a maintenance check flight over the Pacific Ocean. It was necessary to off-load some fuel to lighten the aircraft over downtown Long Beach from an altitude of about 1,000 feet prior to landing* [Media]

**22 July 2010 Eurocopter AS350B2 N918EM.** Air ambulance of Eagle Med 7, Oklahoma City, Oklahoma. The medical helicopter on its way to pick up a patient crashed in a secluded field in central Oklahoma killing two of three people on board. It was en route from Integris Baptist Medical Center in Oklahoma City to a hospital about 90 miles away in Okeene when it went down near Kingfisher, about 19 miles northwest of Oklahoma City. The crash killed pilot Al Harrison and nurse Ryan Drake. Another nurse on the flight, Michael Eccard, was taken to University of Oklahoma Medical Center in Oklahoma City, in a serious condition. [FAA/Media/Concern]

**23 July 2010 Eurocopter BK117B1 ZS-HMY** South African Police Service. Seven South African police officers died Friday in a helicopter crash in Witbank, east of Johannesburg. The helicopter, carrying five policemen, a police pilot and one crew is believed to have hit wires and plunged to the ground before bursting into flames in a field near Verena Roadis about 7km outside Witbank.

The policemen, from the national intervention unit, were responding to a robbery at a bakery in Witbank. The dead were pilot, 31-year-old Captain Wikus Zaayman and his crew member, Warrant Officer Thinus Gouws, 39, and five members of the National Intervention Unit, Colonel Teboho Percy Maduna, 39, Warrant Officer Colin Davids, 37, Warrant Officer Dirk Cornelis van Aswegen 35, 28-year-old Sergeant Jacobus Henning and 31-year-old Sergeant Daniel "Kraai" de Bruin. [Media/Pprune]

**23 July 2010 Cessna 206 N82531.** Air ambulance. The aircraft went down in Lake Michigan with four aboard. It entered the water around 8 miles from Ludington Michigan. A fifth person, the pilot, was rescued.

The Cessna took off from Alma, Michigan, heading to Rochester, Minnesota., but reported having problems to the air traffic controller. While the plane was on its way to Rochester, Minnesota, the Coast Guard would not confirm that it was headed for the Mayo clinic with at least one medical patient on board. The one person who was rescued, Jerry Freed of Alma, was suffering from mild hypothermia. [Fox]

**25 July 2010 Eurocopter AS365 Dauphin JA31TM** Saitama Prefecture rescue helicopter carrying seven people crashed in mountainous terrain at Chichibu, Saitama Prefecture not far from Tokyo whilst undertaking rescue operations. The rescue was in support of a 55 year old woman, one of a party of ten climbers. The two survivors were off loaded prior to the accident an apparent weight reduction exercise before the helicopter headed up the mountain for the rescue. The aircraft subsequently collided with terrain for unknown reasons. The dead are the two pilots, three aviation security officers and two rescuers. The names were given as 54-year-old pilot, Akira Matsumoto, and co-pilot, Shinichi Nishikawa, 32, the two aviation security officers were 42-year-old Yoshimasa Nakagomi and Kenichi Tobari, 32, and the rescuer Atsushi Osawa, 33. The climber, who had fallen into a waterfall basin was later reported to have died. [BNO/BVR]



Providing the Southern European helicopter community with a dedicated face to face networking platform for industry professionals to meet and do business



**26 July 2010 Eurocopter AS350 N73LC.** Lee County Sheriff's Office. Helicopter was forced to make an emergency landing in the middle of a busy intersection [Bonita Beach Road and U.S. 41] with unstated mechanical issues. [Media]

**28 July 2010 Eurocopter AS350B3 N509AM.** Air ambulance of LifeNet Arizona operated by Air Methods. Crashed in a street killing all three crew members aboard. The helicopter was traveling from Marana to Douglas and was in contact with air traffic controllers, but there was no indication of trouble prior to the helicopter crashing into the fence of a house at on Park Avenue just south of Glenn Street, a mainly residential area NW of the city centre. Local witnesses reported that the rotors 'stopped working' while it was still airborne. [Media]

**29 July 2010 Bell 214B C-\*\*\*\*** British Columbia Fire Service contracted from Transwest Helicopter of Chilliwack BC. Whilst bucketing water onto the Jade Mountain Wildfire in southern British Columbia hit the side of a hill near Lillooet, near Kamloops. Both pilots injured but not life threatening. Aircraft wrecked. [Media]

**31 July 2010 Convair 580 C-\*\*\*\*** Water bomber crashed about 15km south of Lytton whilst working on a British Columbia wildfire. Both crew members aboard died and the area was engulfed in a new fire started by the crash. [DJ]

## EVENTS

### FORTHCOMING

The European Helicopter Safety Team (EHEST) will be the host of the Fourth International Helicopter Safety Symposium (IHSS) October 3-4, 2010 at the Hotel Cascais Miragem in Estoril, Portugal. For those few who are unfamiliar with the International Helicopter Safety Team (IHST), their collective effort is to achieve an 80 percent reduction in helicopter accident rates by 2016.

On Day 1 of IHSS 2010, many regional partners will discuss their transition from data analysis to setting up regional Joint Helicopter Safety Implementation Teams (JHSITs) to begin implementing, delivering and monitoring real world safety interventions in regions around the world. In addition, the International Helicopter Safety Team Executive Committee will brief on the overall progress worldwide to reduce both military and civilian helicopter accident rates. Participants will have the opportunity to identify and share "best practices" among the Regional Joint Helicopter Safety Advisory Teams (JHSATs) and JHSIT committees. In addition, prospective international Regional Teams will be able to listen to the methods used and receive templates for future activities.

Day 2 includes workshops on Training, Safety Management Systems, Helicopter Flight Data Monitoring and Crew Resource Management. A Plenary Session will follow.

EHEST is a partnership between industry and EASA and its members include helicopter OEMs, civil operators, regulators, helicopter interest groups, accident investigators and military operators from across Europe. The team has developed an organization adapted to Europe, including a central strategic team (EHEST), an analysis core team (EAST) and Regional Teams including the United Kingdom, Italy, Hungary, Spain, Germany, Switzerland, France, Nordic countries, Ireland and others. The Regional Analysis Teams cover more than 90 percent of the European civil helicopter fleet. Please visit <http://www.ihst.org/portals/54/2010bigflyer%20with%20regform.pdf> to view the Preliminary Agenda and hotel information. Online registration is available at [www.ihst.org](http://www.ihst.org).



In conjunction with  
Dubai Helishow -  
Military & Homeland  
Security Show

Helishow  
DUBAI 2010  
[www.dubaihelicoptershow.com](http://www.dubaihelicoptershow.com)

11-13 October 2010 Association of Air Medical Services [AAMS] Annual Conference and Exposition. Fort Lauderdale, Florida The annual AMTC provides up-to-date information on the latest techniques and innovative approaches to air medical practice from community experts while giving attendees lots of opportunities to earn continuing education credits. Top-notch keynoters and expanded educational offerings (including mechanics technical briefings, special information exchanges, new clinical sessions, scientific abstracts and poster sessions). Discounted conference fees to October 1, 2010 full price on site \$750. [www.aams.org](http://www.aams.org)

## OTHER EVENTS

Wing Commander Peter Lloyd of UKSARF and Home Office Aviation Advisor Ollie Dismore have confirmed that they will be attending Waypoint AirMed & Rescue 2010 to host a presentation on the Silver Air Control Cell concept – a joint initiative between the Royal Air Force and Association of Chief Police Officers. The system allows the emergency services a controlled air traffic system during emergency responses. The concept has been used in major exercises since its completion, including the flooding in Cockermouth, UK, in November 2009. Delegates will be able to gain an insight into this innovative project at Waypoint AirMed & Rescue 2010. [www.airmedandrescue.com/exhibition](http://www.airmedandrescue.com/exhibition)

## DIARY

**8-9 September 2010 Waypoint AirMed & Rescue 2010** London Oxford Airport, Langford Lane, Kidlington, OX5 1RA. Event includes Wing Commander Peter Lloyd of UKSARF and **Home Office Aviation Advisor Ollie Dismore** have confirmed that they will be attending Waypoint AirMed & Rescue 2010 to host a presentation on the Silver Air Control Cell concept – a joint initiative between the Royal Air Force and Association of Chief Police Officers. The system allows the emergency services a controlled air traffic system during emergency responses. The concept has been used in major exercises since its completion, including the flooding in Cockermouth, UK, in November 2009. Delegates will be able to gain an insight into this innovative project at Waypoint AirMed & Rescue 2010. [www.airmedandrescue.com/exhibition](http://www.airmedandrescue.com/exhibition)

**14-15 September 2010 Transport Security Expo** Olympia - London - [www.transec.com](http://www.transec.com)  
TranSec World Expo enters its 8<sup>th</sup> year with a name change to Transport Security Expo.



**15-16 September 2010 SAR & CSAR 2010** at the Aberdeen Exhibition & Conference Centre in Aberdeen. Shephard's 13<sup>th</sup> SAR was cancelled due to the ash clouds earlier this year but now it is back with a new slot at the new venue—Aberdeen. Past events have attracted Over 340 attendees from over 26 countries worldwide. [www.shephard.co.uk](http://www.shephard.co.uk)

**15-16 September 2010 UAV Show Europe** an air show focused on military and civilian UAVs, which is going to take place at Mérignac Airport, near Bordeaux. The specifics are that there will be a whole day dedicated to flights, as the organisers have a partnership with a military camp very near, and an agreement with French Civil & military air authorities to propose flight demonstrations.

**21 September 2010 European Business Air News (EBAN)** and Marshall Business Aviation are delighted to announce that the UK Business & General Aviation Day - BGAD10 - will take place at Marshall Cambridge Airport.. To register interest in exhibiting at BGAD10, or for any other questions, please contact Mark Ranger on +44 (0) 1279 714509 email: [mark@bgad.aero](mailto:mark@bgad.aero)

[www.policeaviationnews.com](http://www.policeaviationnews.com)  
Emergency Services First



