

Police Aviation News



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Number 174 October 2010

PAR

Namibia takes AS350B3 number 2



Reports From the Shows

Waypoint, Bavaria 40, EBAN

ALEA Canada, Fire, PACE & PAvCon
Conference Dates & Venues Announced

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LAW ENFORCEMENT INTERNATIONAL

PAVCON: As this issue goes to press it has been confirmed that, subject to detail planning, the next PAvCon Police Aviation Conference is to be held in Bilbao, the Basque Region of northern Spain. More details will be appearing in later editions of Police Aviation News and on the dedicated website www.pavcon.org



BRAZIL

GOIAS STATE: The police in this state are reported to have ordered three AgustaWestland A119 helicopters for use in the law enforcement role. If confirmed this can be seen as a major departure from the usual helicopter of choice – the locally produced Eurocopter HB350.

CANADA

ALEA: The Canadian Region Safety Seminar of the Airborne Law Enforcement Association [ALEA] is being held this month [October 13-15] in Toronto.

The event provides industry with an opportunity to meet with members of the ALEA and to network with new and old associates. The event hotel is the Sheraton Parkway Toronto Hotel, 600 Highway 7 East Richmond Hill, ON Canada L4B 1B2 +1 800-668-0101. The low negotiated rate will be \$139 per room/night + tax until October 1.

Registration is required. Please see the website www.alea.org for more information. Alternatively details direct from Nicole Gentile at the ALEA offices in Frederick, Maryland phone: +1 301-631-2406 ngentile@alea.org Complimentary with current membership, the Non-member rate is: \$50. The Canadian Region Director, Dave Saunders can be contacted at 777@yrp.ca dsaunders@alea.org [Click here to register online](#)

FRONT COVER: August 30, 2010 Meze, South of France. French and Italian Bombardier CL215 and 415 water bombers run a continuous 'scoop and drop' water bombing operation to fight a fire close to the coastal resort. [Brian Allinson]

EUROPE

PACE: Next month the annual Police Air Support Units Networking Centre Europe [PACE] conference will be held at the NH Hotel Schiphol, at the airport in Amsterdam, the Netherlands, 3-4 November 2010. More information can be found at www.pacenet.info This event will provide a unique opportunity for members to meet colleagues from all over Europe, to exchange information, good practices and discuss numerous topics on Airborne Law Enforcement.

This year, the main topics of the conference, to be covered by a range of qualified speakers, will include

- Laser incidents - How dangerous are these incidents, what can be done, legal aspects and the results of prosecutions.
- Purchase and implementation of a new Dutch police helicopter fleet; includes such as the handling of the investment and lessons learned.
- Attacks on police helicopters; The recent attacks and threats to police helicopter bases will be covered comprehensively by some of those directly involved.
- Fixed wing aircraft revisited; What can new technology in the field of fixed wing aviation bring to the police mission?
- Latest developments, best practices and membership updates; see what and how are your colleagues doing in providing safety and security to the citizens of Europe!

Delegates should register to attend as soon as possible at: paceconference2010@gmail.com but room reservations are to be made directly to the NH Hotel. There is no conference fee but attendance is restricted to PACE members only. If you are not a member yet and you qualify for membership (a police or government employee in police air support) you are eligible for membership, that can be arranged through the the PACE web site [above]. Associate membership can be granted by decision of PACE management committee on case by case basis. [MA]

The advertisement features a central image of the Wescam MX-10 camera, a black, spherical turret-mounted camera with a large lens and various sensors. The background is black, making the camera stand out. The text is in a bold, yellow, sans-serif font.

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NAMIBIA

Last month, in association with the biennial Africa Aerospace & Defence (AAD) exhibition, Eurocopter delivered an AS350 B3 to Namibia’s fledgling Police Air Wing. This is the Namibian Police’s second helicopter. The Namibia Police Airwing ordered its first helicopter in late 2007, took delivery of it [V5-HNP shown above] in 2008 and was established in 2009. It has successfully flown its initial AS350 in crime prevention and law enforcement operations throughout the country.

Speaking at AAD, Inspector-General of the Namibia Police Force, Lt-Gen Sebastian Haitota Ndeitunga said: “Namibians like millions of people in other countries around the world, are reaping the benefits of this investment in modern, versatile, reliable and efficient crime-fighting assets such as our AS350 helicopters”.

Eurocopter Southern Africa Ltd has facilitated rotary-wing flight training for two Namibia Police pilots at Starlight Aviation in Durban and conducted type conversion training for two experienced pilots in Namibia. Eurocopter has also sponsored training by Carl Zeiss Optronics for two LEO system operators. The LEO system incorporates a set of day and night optical sensors and cameras, enabling the helicopter crew to conduct surveillance and to track and intercept suspects in daylight and in the dark.

Under a support package, Eurocopter is providing a full set of customised tools and spare parts for the Namibian aircraft to ensure the flight availability of the AS350B3. [ECSA]



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UNITED KINGDOM

NATIONAL: In the recent confusion over the 'inadvertant' loss of the Home Office police aviation consultant I forgot to put into print what is undoubtedly the awards in the final round of Home Office Police Air Operations Capital Funding Bids for the year 2010-11.

These figures are the annual sums of money – often little more than credits – injected into the independent air support units. In this instance the content could be pretty much predicted as it mainly relates to the ongoing new aircraft deliveries. The £5M is made up of just under £4.6 for the remainder of the new Eurocopter EC135P2 fleet [covering part payments for the Cheshire, Cleveland, North Wales, Thames Valley and Central Counties] and very much smaller sums relating to the new replacement programme led by West Yorkshire that faltered in the face of the ongoing move towards a national air support solution. The whole effort soaked up some £17,000 of funding, somewhat less than the £33,404 set aside for role equipment upgrades.

Predictably, the second largest sector in the funding related to base security enhancements – nearly £268,000. It is clear, and not surprising, that all of the units undertook security surveys in the wake of the attacks. It was West Midlands, the unit that had its aircraft destroyed, that was awarded the largest sum - £100,000. In their case it was not just a case of bolstering existing hangarage, until now they never had covered accommodation for their aircraft – it stood out in all weathers. *[Ed: still they do not write about these developments in their latest edition of the force newspaper].*

UNITED STATES

FEDERAL: Drug smugglers and illegal aliens face a more difficult future, as the US Customs and Border Protection (CBP) Office of Air and Marine has just expanded and increased the capabilities of its helicopter fleet. ARINC Engineering Services recently completed the delivery of three additional upgraded Bell Huey II helicopters to the Office of Air and Marine.

ILLINOIS: The state has more than its fair share of 'citizen air support' already with the Law Enforcement Aviation Coalition [LEAC] that has operated a variety of private and former military aircraft since late 2006. The pilots who take part in LEAC are volunteers who are certified to operate the helicopters. They include commercial airline pilots and pilots who have operated medical and/or news helicopters.

More recently the citizens of four more Illinois counties have been able to rely upon the services of their local dentist, Phillip Jones.

Douglas, Coles, Edgar and Cumberland Counties are seeing the privately owned Bell JetRanger owned by Jones from Villa Grove acting as a rescuer and crime fighter when requested. The dentist volunteered his services to several law enforcement agencies over the last few years, typically helping in finding missing persons, people on the run and even hidden marijuana fields.

Normally the only official air resource available to county sheriffs' departments would be from the Illinois State Police, and that has a far lower level of accessibility than the locally based JetRanger. Jones, a helicopter pilot for about 10 years, bought his current machine – a former military aircraft – a couple of years ago. He donates his time and all expenses for the use of his helicopter to the law enforcement agencies.

Unlike the Public Use former DoD aircraft typically used by police forces in the USA Jones' aircraft can carry passengers, he does a lot of flying for the agricultural industry in East Central Illinois. He flies farmers to look at their crops, fertilizer companies to evaluate product performance and field tiling companies hire him to take before and after photos of areas they have tilled. Recently, he flew some visiting agriculture representatives from Argentina to show them the rich farmland of Central Illinois. He also donates rides to local benefit auctions and charity events.

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In contrast, elsewhere in the state, Stephenson County Sheriff David Snyders had had to defend his department's very participation in the LEAC regional helicopter after misinformation was circulated about the project.

It is central to the set up of the LEAC that it has not and will not use direct taxpayer funds, the insurance and operational costs for the initiative being borne by the organising agency [LEAC] drawing on freely given donations, grants, corporate and government contributions. To date Stephenson County had not made a contribution of revenue to the LEAC but Sheriff Snyders was reserving the right to do so as an acknowledgement of their past use of its services without obligation. Meanwhile they hold an airframe in reserve which is committed to future use by the LEAC.

The Stephenson County Sheriff's Office obtained this forty years old Bell OH-58C helicopter free of charge in the summer of 2007 through the federal programme that provides excess military equipment to police agencies. The helicopter, registered N62PD and formerly 69-16082, is currently being stored at the Rockford Airport, it has not yet been flown for police use. It nonetheless remains a potential resource to be committed to the LEAC to add to the two helicopters held by the Winthrop Harbor Police Department and the one held by Byron Police Department. The helicopters, though nominally assigned to one law enforcement agency, are available for other police and fire departments in northern Illinois to use. They are also available for state and federal law enforcement agencies to use.



Local sheriff's officials used the Byron LEAC helicopter to conduct fly-overs of Stephenson County after floods this July. As part of this mission, the Stephenson County Sheriff's Office's newly purchased infra-red detection system was used. This \$225,000 system, which was purchased through a grant, will be installed in Stephenson County's helicopter when it's ready to be flown.

The helicopter issue came up as an information item at recent meetings of the County Public Property and Safety Committee and the County Finance Committee. Meetings had taken place between the Sheriff the County Board Chairman, insurance officials, and others to discuss matters related to potential liability exposure relating to the still dormant helicopter. Stephenson County's helicopter is not yet insured, because it is not in operation, but it is envisaged that it will have a \$10M liability insurance policy paid for by LEAC when airworthy.

In a statement by a LEAC it was clear that N62PD faces some years hiding away in its hangar. Funding for the LEAC remains very tight and as a result not all of the resources are in use at the same time. The best guess is that the Bell will remain in store until one of the other machines expires.

Meanwhile, if Stephenson County decides to contribute money to LEAC, the donation will be greatly appreciated, but participation is not a requirement for access to the air support it provides.

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NORTH CAROLINA: The New Hanover County Sheriff's Office helicopter operation was grounded indefinitely after its only pilot, Lt. Scott Gerow, resigned last month amid an internal investigation into threats allegedly made by him against another. The R44 Raven II flown by this unit was registered N911SG, incorporating the pilot's initials. The helicopter entered service in July 2008, marked by its appearance on the Robinson booth at the 2008 ALEA Exposition in Houston. It was paid for using a Federal grant and drug-seizure funds. The investigation into Gerow, 42, relates to allegations that he had threatened a 21-year-old volunteer with the Carolina Beach Fire Department. Gerow's position in the department does not seem to be that of a standard sworn officer of the law. In November 2006 it was announced that the New Hanover County Sheriff's Office was to have access to a private R44 helicopter N521GH owned by Gerow, then described as a local businessman who was donating his time to fly the Robinson as needed. Gerow was of Port City Helicopters, Wilmington, NC and not it seems an officer.

In 2008 the role equipped helicopter appeared on the scene and, although this was now a police owned resource paid for with drug seizure money, the link with Gerow as pilot was maintained and underlined by the personalised marks including his initials.

Somewhere along the way 'Mr' Gerow picked up the title 'Lieutenant' but he does not seem to have ever been a fully sworn officer.

On a more positive note it seems that the Sheriff has already received several applications from people who want to pilot the helicopter, but meanwhile the programme is to be reviewed. www.newhanoversheriff.com/



The R44 on the Robinson booth at ALEA 2008

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TEXAS: Vector Aerospace Helicopter Services-North America has been awarded a new contract for overhaul and repair services on the Rolls-Royce 250 model engines for the City of Houston's Police Department Air Support Division; an organisation that recently celebrated its 40th year of service.

Under the terms of the agreement, Vector provides comprehensive RR250 engine repair and overhaul support (including complete test procedures) and parts provisioning for the City of Houston's fleet of 10 MD500 helicopters, through to July of 2015.

FREE STUFF

Night Flight Concepts (NFC), a provider of comprehensive night vision solutions, is to offer a free access, live educational webinar on October 6th, 2010 at 1:00 pm EST to Demystify Night Vision Goggle (NVG) Issues as part of its commitment to furthering NVG Safety.

There remain many misconceptions and issues in the industry concerning NVG use. For years, executives from NFC have been speaking at conferences and trade shows and industry events to share lessons learned from civil and military use to help organisations better understand the issues and opportunities associated with NVGs. The NFC team hopes to use this free online medium to extend the reach and accessibility to help educate and inform individuals of safety related issues relating to the use of NVGs in aircraft.

For further information on the webinar "Demystify NVG Issues: Selection, Classification and Compatibility" visit www.nightflightconcepts.com/webinar , or call +1 888-632-8764.

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AUSTRALIA

NEW SOUTH WALES: The NSW government's decision to award a contract for medical helicopter services to a private company [CHC] instead of the charity CareFlight has led to slower services that are three times more expensive, an audit has found.

When it awarded the contract to CHC Australia in 2006 the Ambulance Service of NSW said CHC would deliver its fleet earlier, operate on more days and provide better value. It seems that the audit suggests that only one of those claims has been upheld.

The company has operated more frequently, has been more reliable in bad weather, and has carried patients requiring more complex treatment, the Auditor-General, but at a price. The annual cost - \$26.3M - is three times what the service cost in 2004-2005.

The company won the bid in part because it promised to introduce new helicopters seven months earlier than other bidders, but not one of the five helicopters was delivered on time. Each was between four and nine months late.

In both Sydney and Wollongong, the company has failed to meet contractual obligations to have helicopters airborne within 15 minutes of a daytime request for patient transport between hospitals.

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CANADA

ALBERTA: A former employee has admitted she defrauded Alberta based STARS air-ambulance service of \$210,600 over 13 months, as well as a pipeline-inspection company of \$54,800 over four months.

The 40 years old woman acknowledged she embezzled money while working as accounts-payable clerk for STARS and used it for personal expenses over a one year period in 2007-08. She was authorised to write pre-signed cheques intended to pay bills, but made them payable to herself instead.

STARS began civil action in November 2008, to recover its money and it was repaid with costs in June 2009. Similarly the due amount was returned to the other company.

Seventy-five per cent of STARS air ambulance funds are raised through donations from individuals, service groups, businesses and corporations. The remainder comes from Alberta Health Services. [V Sun]

CHINA

BEIJING: AirMed Asia, a subsidiary of leading US air ambulance company AirMed International, has entered into a joint venture agreement with China-based Asia Air Medical (AAM) in which the two companies will cooperate in the Greater China region (People's Republic of China, Hong Kong, Macau and Taiwan) to expand air medical transport operations. They bring to China's the first medical aircraft to offer air ambulance services under the Beijing Red Cross banner.



In the special plane, a Hawker 800 B-3905, all the normal seats have been removed and replaced by a stretcher and five seats, two designated for the medical staff. The aircraft is equipped with a 2,100-millilitre oxygen supply, cardiac monitor, ventilator and blood analyzers, carried by the accompanying doctors according to the needs of the patient.

AirMed Asia is the first and only US air ambulance company with a base in Asia. It operates a state-of-the-art Hawker 800 medical jet from Hong Kong. In April, 2009, AirMed Asia was awarded full accreditation from the Commission on Accreditation of Medical Transport Systems (CAMTS), the highest standard possible for an air medical transport service. [People's Daily/AirMed]

INDIA

BANGALORE: The first dedicated rotary wing air ambulance service has been launched by the Rotary Wings Society of India [RWSI] for service later this year. After a four year campaign the project proposes to offer medical aid and airlifting of victims to trauma centres within the 'golden hour.'

JAPAN

DOCTOR HELI: The Japan Automobile Federation (JAF) a public-service organization dedicated to providing motorists services that enhance their safety and security has placed funding behind the Japanese not-for-profit HEMS operation known as Doctor Heli.

The 17M member operation is similar in its aims to the automobile clubs in countries across the world and like them supports HEMS operations to a greater or lesser degree.

JAF has injected 5M Yen [\$58,300] to support the expansion of the Doctor Heli Emergency Hospital Network, primarily acting as a subsidy for training doctors and nurses.

Primarily an inter-facility operation faced with difficulties when landing other than at prepared heliports Doctor Heli, flew some 6,700 people last year of which a small number were people involved in traffic accidents.



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SOUTH AFRICA

RED CROSS: AgustaWestland has announced that the Red Cross Air Mercy Service (AMS) of South Africa is expanding its emergency medical services operational capabilities by introducing into service a fourth AW119Ke single engine helicopter and one Grand light twin helicopter. These aircraft will be used for EMS and rescue tasks from bases across the country. These helicopters add to the three AW119s already in service with Red Cross Air Mercy Service and mark the entrance of the Grand in the South African EMS market.

The SA Red Cross AMS is a non-profit organisation with bases in Cape Town, Oudtshoorn, Durban, Richard's Bay, Nelspruit, Bloemfontein and Kimberley that provide an air ambulance network, rural health outreach and emergency rescue service to metropolitan areas and remote rural communities.

Since its inception in 1966, the AMS has expanded its services to provide a comprehensive emergency aero-medical and rescue service to the Western Cape and Mpumalanga and health outreach programmes to the more remote communities of KwaZulu-Natal and the Northern Cape, who previously had little or no access to basic healthcare services. [AW]



UNITED KINGDOM

NATIONAL: In November the Association of Air Ambulances Chairman will change from Hayden Newton to Simon Gray, the Chief Executive of the East Anglian Air Ambulance Charity.

The chairmanship of the Association is designed to alternate between an air ambulance charity and the National Health Service.

CORNWALL: Cornwall's Air Ambulance is looking for a new base and has submitted plans to the local planning authority for it to be built near Newquay Airport. At the moment crews work from a hut. The application suggests that the plans will allow for the operation to include growth into a twenty-four hour service with two helicopters. Cornwall Air Ambulance's Chief Executive, Paula Martin, said: "This new air base will bring the operations of the air ambulance into the 21st century and get the clinical team out of temporary huts. "With ever increasing legislation, this is essential to ensure we can meet new emerging operating standards in the future [Pirate/BBC]

DERBYSHIRE, LEICESTERSHIRE & RUTLAND: The DLR Air Ambulance has had a record number of call-outs this summer. The AW109 helicopter attended 473 incidents between April and August, an increase of 10% on the number in 2009. More than 700 life-saving missions were undertaken by the DLRAA in 2009. The operation is scheduled to receive its new AW Grand helicopter shortly.

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ESSEX & HERTS: There is an increasing movement towards air ambulance operations regularly crossing nominal county borders in the interests of customer service and often to fill in temporary or long term availability gaps in service. Last month the Essex and Herts operation highlighted three of their recent examples.

On three different occasions, the Essex Air Ambulance Helicopter Emergency Medical Service (HEMS) Team played a crucial role in serious incidents whilst working in partnership with neighbouring Air Ambulances and Emergency Services.

Essex and Herts Air Ambulance Trust (EHAAT) is responsible for operating two MD902 Helicopter Emergency Medical Services across Essex, Hertfordshire and surrounding areas. Both aircraft are tasked to attend incidents where patients require expert clinical care at the time they need it the most.

On August 17 Essex Air Ambulance played a key role in a major incident in Sudbury, Suffolk, following a collision between a National Express East Anglia train and a sewage tanker.

Following a 10 minute flight from Boreham the Essex Air Ambulance Doctor/Paramedic Team

were on scene and taking command of the situation.

A total of 18 patients were assessed at the scene with 4 patients being airlifted and the rest conveyed by land ambulance. The Essex AA conveyed 3 patients to Addenbrookes [Cambridgeshire] and Colchester [Essex] hospitals and a HEMS Doctor and Paramedic Team on board the Cambridgeshire Police MD902 conveyed one patient to Addenbrookes.

Earlier that month, on August 7, Essex Air Ambulance was called into action to two serious incidents involving Surrey and London's Air Ambulance. Firstly, the helicopter was dispatched to a serious road traffic collision in Charing, [Kent] involving three teenage girls. Surrey Air Ambulance was also called to the scene as well as the Ambulance Service and other emergency services due to the nature of the incident. The driver and back seat passenger were seriously injured and flown to hospitals in London by helicopter.

The Essex and Surrey HEMS Teams worked together to provide expert clinical care at the scene and rapidly convey the critically ill patients to specialist hospitals. Essex Air Ambulance took the driver to King's College Hospital and Surrey Air Ambulance flew the passenger to the Royal London.

Secondly, the Essex HEMS Team attended a stabbing incident in Southall, West London involving a mother and her young daughter who were both seriously injured. London HEMS was dispatched first to the scene to find two potentially critical cardiac patients both in need of immediate specialist care. The nearest cardio thoracic centre was far away from the scene and too far to travel by land and as time was of the essence the London's Air Ambulance conveyed the young child to the Royal London Hospital (RSH) in Whitechapel and requested the Essex HEMS Team to be dispatched to convey the second patient suffering from a life-threatening stab wound.



The Essex AA MD902 Explorer on the roof of the Royal London Hospital Whitechapel - EHAAT

On board the Essex Air Ambulance was a Consultant Doctor in pre-hospital care training a new HEMS Registrar and a HEMS Paramedic who worked with the London Ambulance Service on scene to assess and stabilise the patient and were able to support London's Air Ambulance by conveying the patient who was time critical.

These three recent incidents demonstrate clearly the real patient benefit of the region's Air Ambulances working together to bring critical care to the patients that need it most. [EHAAT]

HAMPSHIRE & ISLE OF WIGHT: The Hampshire and Isle of Wight Air Ambulance reported that it was to be taking delivery of a new helicopter this autumn. Meanwhile, last month the operation took delivery of the Bond Air Services Limited fleet spare Eurocopter EC135T2 airframe G-BZRS. Sources suggest that this is to be the airframe used henceforth and that it is not now to be used in its former role of spare.

LINCOLNSHIRE & NOTTINGHAMSHIRE: The new [Lincs & Notts] air ambulance is due for delivery. Lincs & Notts have been operating the MD900 G-LNAA c/n 900-00074 for a decade now and have decided to upgrade their helicopter and the clinical facilities it brings to their service.

The new MD902 is G-LNCT 900-00134 formerly N40483 and was registered to Police Aviation Services [PAS] in late August and will be based at RAF Waddington, Lincolnshire.

As one of the earlier MD900's to enter EMS service in the UK G-LNAA is now fairly tired and after leaving service it will be completely refurbished prior to becoming the fleet air ambulance spare based at PAS/MAS base at Staverton. [PAS]

MIDLANDS: The Midlands Air Ambulance has announced that the amount of money it makes from donations had dropped by 10% as a result of the recession. The charity, which flies three Eurocopter EC135T2 helicopters leased from BASL was obliged to dip into its reserves as a result. Around £100,000 in revenue was lost from static tin and bucket collections over the year but other sources of income held firm and on track to raise the £6M it requires to operate the three helicopters and provide the service.

The service operates across Gloucestershire, Herefordshire, Shropshire, Staffordshire, West Midlands and Worcestershire.

WARWICKSHIRE & NORTHAMPTONSHIRE: On September 2, one of the busiest air ambulance operations in the UK, the Warwickshire & Northamptonshire Air Ambulance (WNAA) attended their 9,000th mission since the service began in 2003.

Meanwhile the uniforms worn by the crews in the operation have been sponsored by a local company. Members are now fully kitted out with state-of-the-art flying suits thanks to BMW Plant Hams Hall and they have also been provided with fire retardant under clothing – thought to be a first in the UK air ambulance sector.

The base of the WNAA, Coventry Airport, has been having troubles of its own in recent months and that has put a threat over the base of the air ambulance with relocation a distinct possibility. Now a new era has begun for Coventry Airport as the Baginton site has reopened after closing last year.

Patriot Aerospace, which took over the business earlier this year, is now offering a return to operations and has already seen flights return with passenger services an area of future development.

Coventry Airport is located 3 NM (5.6 km; 3.5 mi) south southeast of Coventry city centre, in the village of Baginton, Warwickshire, England, and about 0.5 miles (0.80 km) outside Coventry boundaries.



YORKSHIRE: The fourth series of the popular BBC documentary 'Helicopter Heroes', featuring the Yorkshire Air Ambulance, returned to television screens on September 6.

The fly-on-the-wall documentary follows the work of the two Yorkshire Air Ambulances as they are deployed to help seriously ill and injured patients throughout the region and provide rapid transportation to specialist treatment centres.

The programmes, which air on the BBC, ran over four consecutive weeks in September and have now finished the initial run. Repeats can be expected. [YAA]



FIRE

Tangent Link is to hold their next fire conference in Spain. On December 2-3 the International Aerial Firefighting Conference & Exhibition, will take place at the Barcelo Hotel, Malaga, Spain thanks to excellent support from the Spanish Ministry of the Environment, Rural and Marine Affairs (MARM).

Tangent Link announced that the next event was moving from Turkey to Spain last month. The Aerial FireFighting conference and exhibition has travelled worldwide and each time has allowed guest speakers, leading aerial suppression experts, fire management agencies and businesses to exchange information on strategies, technologies and the latest equip-



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ment. The event holds the objective of reducing damage and creating well-managed ground, aerial response and fire management policies in countries blighted by wildfire. To Sponsor, Exhibit or attend as a Delegate, please contact: Rebecca Covey, Event Coordinator on +44 1628 550047 or E-Mail: rcovey@tangentlink.com

SEARCH & RESCUE

PAKISTAN

The government in Switzerland has announced it is giving its last Sud Alouette III helicopters to Pakistan to help in flood rescue work.

The helicopters were due to be taken out of service at the end of the year, but the first will now be on its way to Pakistan, delivered by cargo planes of the Pakistan air force.

The Swiss government decided in August to give Pakistan the three machines which were already out of operation, but it has now decided to give the remaining seven as well.

The machines are old, and of no further use in Switzerland. On its part Pakistan has signed a commitment not to arm the helicopters and to use them only for SAR and Switzerland is giving the helicopters free of charge.

Switzerland is replacing its Alouettes with the Eurocopter EC635. Both types were/are used by the police in Switzerland. [swissinfo.ch]



PHILLIPINES

COAST GUARD: In the face of severe criticism of the capabilities of the operation President Benigno Aquino has recommended to Congress among others, the increase of the budget on maritime search and rescue capability build up of the Philippine Coast Guard [PCG] on the proposed national expenditure programme of the government for 2011. The President proposed a 1.6 billion allotment for maritime search and rescue activities of the PCG to include the acquisition of three heavy weather rescue helicopters with night capability. The amount allocated will probably only finance two of the yet to be selected type, but the final aim is to acquire seven capable twin engine machines.

The current SAR capabilities of the PCG air component have been described as 'pathetic' and based wholly upon a pair of Eurocopter BO105CB helicopters that date back to the mid-1970s. The pair were acquired from other operators in the region within the past ten years but are around 34-years old. It is claimed that their reliability is such that they usually fly around together as a form of mutual support for in-flight failures.

The PCG has limited access to a number of small fixed wing aircraft including BN-2's but they are also elderly. [Media]

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INDUSTRY

Indian Rotorcraft, a joint venture between Tatas and Italian helicopter company AgustaWestland, will set up a helicopter manufacturing unit at GMR's aviation SEZ at the Rajiv Gandhi International Airport soon.

Bell Helicopter has announced the introduction of a best in class certification of precision Wide Area Augmentation System (WAAS) enabled glide path capability on the Bell 429.

The Bell 429 is the only helicopter available in the market with this technology certified for 9 degree localiser precision with vertical guidance (LPV) approaches at a minimum velocity for instrument procedures (Vmini) of 45 knots. Such a low minimum velocity allows for the Bell 429 to fly LPV procedures in steep approach conditions.

Using a modernised cockpit layout the Bell WAAS capability, as demonstrated on the Bell 429, increases helicopter safety, mission efficiency and environmental sensitivity, while reducing precision approach limitations and associated operational costs.

Many flights are grounded annually due to poor weather conditions, the WAAS capability allows for point-in-space approaches as low as 250 foot visibility, increasing operational mission time for Bell 429 customers.

Bell's WAAS technologies include glide path angles certified to 9 degrees at speeds of 45 knots, allowing 429 customers to operate their aircraft at a safer altitude, avoid obstacles and descend precisely to their landing site.

This technology is available immediately on all new Bell 429s delivered out of the Bell Helicopter Mirabel, Canada facility. Bell Helicopter is exploring the use of this technology on additional Bell aircraft.

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PAN understands that contrary to expectation the **Bond Air Services** [BASL] long drawn out contract for confirming the purchase of a fleet of Bell 429 helicopters is not over. The 'final' decision date came and went in late August but the deal was not put down and still exists as a possibility. Meanwhile there have been reports of BASL marketing the 429 to the air ambulance industry and remaining in touch with the manufacturer to resolve outstanding issues. It is understood that the main issue remains the final weight of the airframe, an issue that is on the minds of most customers.

As ever the numbers of aircraft involved varies but it is understood to be either ten or twenty depending upon which day you hear the number! At either level it is a significant prize for Bell to gain.

Aeronautical Accessories, Inc., a Bell Helicopter affiliate, has announced STC certification of the company's new Vertical Fin Antenna Mount for Bell 407, 206B, and 206L Series. The product is available for immediate shipment.

The new Antenna Mount offers several safety benefits including reduced weight by up to 1 pound less than existing collision lights, provides ample area for installation of various antennas including GPS and satellite, improves signal reception replacing the existing vertical fin fairing assembly and includes new LED anti-collision light to replace existing light. www.aero-access.com.

Bell Helicopter is now claiming significantly reduced DOC's for 407 operators by removing a series of life limited parts in its maintenance manual.

As part of an ongoing effort to reduce costs on the 407, a team of engineers has reevaluated life limited items listed in Maintenance Manual Chapter 4 to ensure operators are able to take full advantage of Bell products and more effectively operate their aircraft.

Bell has removed 14 items from the life limited section of the 407 Maintenance Manual. The removal of these items plus an adjustment to the on-condition section will result in a reduction of more than 12% per flight hour to the published direct maintenance cost estimate, while maintaining the highest life level of stress margin.

At the Transport Security Expo (TSE) Show at Olympia last month **Air2Air** launched the new to European market DraganFlyer X8 mini-helicopter. The X8 helicopter's unique design utilises eight main rotor blades, which allow it to hover efficiently and manoeuvre rapidly using differential thrust. The eight, high power electric motors also allow the X8 to carry a heavier and more advanced payload than the X6 and X4 as well as offering more safety features than ever before.

Earlier in the month the University of Worcester announced a new addition to its environmental and ecological research team, the **DraganFlyer X6**. The X6 6-rotor helicopter features a revolutionary aerial photography system that can take high definition video and pictures.

The University of Worcester is one of only two Universities in the UK to invest in the X6 helicopter. It will allow researchers at the University to carry out vital studies of rivers, archaeological sites and landscapes. They will also be able to capture vertical and oblique aerial photographs to support more accurate and advanced studies that are planned for river research in California next year along with other projects in the UK.

The DraganFlyer X6 features 11 sensors and an in built SteadyFlight system incorporated into the helicopter, which stabilises video and photography during flight making it easier to fly for beginners and more manoeuvrable for the more experienced pilot.



The joint development by **Eurocopter** and **Kannad** of a new-generation emergency distress beacon for helicopters attracted the presentation of an award during a conference of industry managers, entrepreneurs, agencies, and managers in the economic and technology sectors. The trophy was bestowed on Eurocopter and Kannad for their collaborative development of the distress beacon – called Integra – which enables a helicopter to be more reliably located in an emergency. Innovative features of the Integra beacon include the first use of an internal GPS (Global Positioning System) and an integrated antenna for signal transmissions detected by SAR systems.



c Kannad

This month, on October 8, **American Eurocopter** is to celebrate the grand opening of the most technologically advanced AS350 simulator in the world at the AEC facility in Grand Prairie, Texas. This will be the beginning of a new era of flight and mission training for AS350 operators. It is a full flight simulator that is designed to offer flight and mission training for the whole crew, for a variety of missions including law enforcement and air medical services.



c EC

Spectrum Aeromed will be collaborating with **AgustaWestland** in Italy, Agusta Aerospace Corporation in Philadelphia, PA and RSG AeroDesign, LLC in Fort Worth, TX to outfit three Grand New helicopters for Life Flight Intermountain Healthcare (IHC) in Salt Lake City, UT. Bruce Gullingsrud, Vice President of Business Development for Spectrum Aeromed states that the IHC Grand New's will be equipped with Spectrum Aeromed's state-of-the-art single-patient stretcher platform, a secondary foldable and stowable patient stretcher, as well as comprehensive advanced life support packages comprised of medical oxygen, suction, compressed air and an electric inverter. Upon completion of the FAA STC, Spectrum Aeromed will move forward to also secure EASA certification. Dual certification is expected to be finalised in early 2011.

In recent developments **Spectrum Aeromed** recently collaborated with the Los Angeles Fire Department's Air Operations Section to design and manufacture a custom carry on medical device module for integration into the new fleet of AW139 helicopters. The medical module will allow the LAFD to carry advanced medical equipment on board the new AW139s.

Spectrum and **Cessna Aircraft** have teamed together to pre-fit Cessna's Citation Mustang 510 for an air medical interior during aircraft manufacturing. The aircraft will come out of the Cessna factory prewired for Spectrum Aeromed's air medical equipment, saving aircraft operators a substantial amount of time when compared to retro-fitting an aircraft already in use.

By collaborating on the front end of production, operators are able to purchase an aircraft that is already multi-mission capable without having to wait for wiring modifications or Supplemental Type Certification (STC) acquisition, which can take up to eight months of leg-work and engineering time.

Jet Budget, a St. Maartin, Caribbean charter company, will receive the first completed aircraft. The company, which currently provides corporate, leisure and charter flights, plans to begin offering medical transport services in September.

At the recent Transport Security Expo & Conference in London UK **Bristorm** – a leading British manufacturer of wire rope vehicle security barriers told PAN that they had been approached by UK police air operators for advice relating to enhancing the security of police aviation facilities against attack in the wake of recent damage to aircraft.

Their main product is a wire rope technology barrier similar to the type used in crash barriers on some fast road systems but specifically aimed at the high security and counter terror Markets.

Best known for the patented Bristorm Fence (employing Bristorm Wire Rope Technology), the company provides economical and flexible perimeter protection for high value assets available worldwide

The Bristorm Fence is a wire rope vehicle security barrier. Comprising substantial main anchors, galvanised steel wire ropes and lightweight line posts, it is one of the most efficient ways of hardening a perimeter against vehicle attack. The fence can provide protection up to a 7500 kg truck travelling at 50 mph (80 km/h). By tailoring fence levels to the specific threats faced by a site, a highly economical perimeter can be developed without compromising on protection.

Based in Wolverhampton UK further details at the web site www.bristorm.com



BlackBerry smartphone users will soon be able to view and edit map and location data on the move as ESRI UK becomes the official, exclusive distributor for TDC's Freeance™ Mobile Software in the UK.

The application will allow police forces and other emergency services already using BlackBerry smartphones to open up live dynamic maps, data collection and location services to their staff. For the police, this will provide the first secure means of delivering map based intelligence and briefing information to frontline officers on the streets.

Richard Waite, Managing Director of leading (Geographic Information Systems) GIS provider, ESRI UK, said, "We are pleased to announce that ESRI UK is becoming the official distributor of Freeance Mobile Software in the UK. With the UK having an ever increasing mobile workforce, we are committed to providing software which is in-line with technological advancements and the demands of our customers. This will further fulfil our mission to make GIS technology an indispensable part of everyday life."

Freeance software allows any organisation running ESRI's flagship ArcGIS Server software to publish their maps live to an unlimited number of BlackBerry smartphones. This presents another opportunity for public safety organisations to realise efficiency savings, delivering more for less from their IT investment. This is achieved, for example, by not needing to return to the office to access or record collected information manually. Freeance delivers the means to remotely collect location-specific information, for example, road traffic accident details, or to view emergency response data such as flooding extents or gain a quick understanding of crime patterns in a specific area.

Customers include Birmingham City Council, DEFRA, the Environment Agency, Manchester Airport, Metropolitan Police Service, Ministry of Defence, Ordnance Survey, RSA Group, Scottish Power and WSP Group. www.freeance.com/ www.esriuk.com/arcgis10/



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



Vector Aerospace maintenance, repair and overhaul services, has announced that its Vector Aerospace Engine Services UK Limited is now fully authorised under a license agreement with Honeywell to service Honeywell's ALF 502 and LF 507 engines. Honeywell's ALF 502 and LF 507 engines are installed on British Aerospace BAe 146, RJ100 and RJ85 aircraft; there are more than 200 of these aircraft currently in service worldwide. www.vectoraerospace.com

Vector Aerospace Helicopter Services-North America has been awarded **Turbomeca** Engine Corporation approval for full repair and overhaul on the Arriel 2 engine. Under the terms of the licensing agreement, Vector can now provide operators in North America (including Mexico) comprehensive Arriel 2 engine repair and overhaul support, including full test capability.



The Turbomeca (Safran group) Arriel 1E2 turbo-shaft engine has logged 200,000 flight hours on the French Securite Civile fleet of Eurocopter EC 145 [BK117C2] twin-engine helicopters. The turbo-shaft engine's good behaviour had contributed to the success of the rescue missions performed by the rescuers.

The first of the 34 EC 145 helicopters arrived with Securite Civile on April 22nd, 2002. Eight years later and they were announcing the 200,000 flight hours.

Securite Civile helicopter section operates twenty-two bases in mainland France and its overseas territories. It has a fleet of 38 helicopters (34 twin-engine EC 145s, 3 Ecureuil B2s, 1 Ecureuil B); 225 pilots and flight engineers; 55 ground engineers. It also operates a mixed fleet of fixed wing aircraft on transportation, fire fighting and law enforcement missions.

An advertisement for Insight Design. The background is a blue sky with white clouds. On the left, a yellow and black helicopter is shown in flight, with 'SUFFOLK POLICE' written on its side. On the right, a grey and black helicopter is shown in flight. In the center, the text reads: **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
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It has been [belatedly] reported in a UK newspaper that during the summer the **Serious Organised Crime Agency** (SOCA), which works closely with police forces and MI5, has published a tender document requesting submissions from suppliers of small UAV's. So far some four police forces and a number of fire brigades have used them.

SOCA tackle organised gangs involved in drug smuggling, human trafficking, gun crime, money laundering and identity theft.

The request for bids is entitled "UK-London: intelligence, surveillance, target acquisition and reconnaissance" and covers conventional aircraft needs for up to five hours flight as well as the short range UAV requirement. It envisages the contract being put out to private contractors.

According to the wording reported this is not exactly reactive air support as even urgent tasks are seen as allowing up to two hours to actual deployment. [Guardian/Oracle]



ACCIDENTS & INCIDENTS

10 July, 2010 MDHI MD902 N902LC Air ambulance of Cox Air Care, Springfield, Missouri operated by Air Methods. The flight team was requested for a scene flight for a victim of an motor vehicle incident in a rural county in southwest Missouri. The requested landing zone was near the intersection of two highways southeast of Cassville, MO. This is not a predesignated LZ and was an area unfamiliar to the flight team. The pilot did the usual reconnaissance of the scene and began final approach into the LZ. All crew members were wearing night vision goggles on the flight and upon approach into the LZ. The flight medic was in the co-pilot seat with the flight nurse in the back. On final descent, the flight medic noticed power lines beneath them alerted the pilot and the landing was aborted. After the mission the aircraft was found to have a burn mark on the lower edge of the searchlight on the belly of the aircraft. It was thought that the damage was most likely due to arcing from a power line. [Concern]

18 August 2010 Eurocopter BK117 C-FIOM. Air ambulance of STARS, Calgary, Alberta, Canada. On the return leg to a receiving hospital during an interfacility mission, the flight crew encountered a Cessna airplane at the same altitude travelling in the opposite direction and close enough to require an avoidance manoeuvre to avoid collision. The incident took place at 4,500 feet in uncontrolled airspace below Calgary's controlled airspace floor of 5,500 feet, on a heading of approximately 310 degrees. The Cessna appeared not to be aware of the BK117's presence. Calgary Terminal was contacted and advised of the conflict incident. Terminal indicated that they had seen the traffic closure but believed the Cessna to be at 5,000 feet with a 500 foot margin of separation, had felt there was no conflict. The radar history subsequently confirmed an apparent 500 feet and 3 miles margin. Radar was not able to confirm a second trace in the area. [Concern]

28 August 2010 Sikorsky S-76C N72EH. Air ambulance of Boston Medflight, Bedford, Massachusetts, USA. Operated by EraMED. During departure from a sending hospital helipad, at approximately 100ft AGL, the aircraft suffered a complete loss of power from the number 2 engine. The pilot executed a safe single engine landing into an open adjacent



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parking lot. The landing was uneventful with no aircraft damage, property damage or personnel injuries. Upon review of the event and an initial borescope inspection of the engine, it appears that a turbine blade broke loose from the N1 turbine, caused internal damage and subsequent complete power loss in the affected engine. [Concern]

30 August 2010 Aviat A-1B N20HY. US National Wildlife Service. During cruise flight about 35 miles northwest of Bettles Field, Alaska, a remote area, the engine oil temperature was increasing, and oil pressure decreasing into the yellow caution. The pilot set down on a sandbar but the left wingtip hit some brush causing the airplane to yaw to the left. The right wing and propeller struck the ground and the aircraft sustained substantial damage. The flight was on a law enforcement surveillance public use flight. [NTSB]

31 August 2010 Bell 206L-1 N62AE. Air ambulance of Air Evac based in Vilonia. Inc. Helicopter en-route to Crabtree, Arkansas, USA, went down near the Scotland community in Van Buren County Arkansas. The helicopter hit the ground about 50 yards from a mobile home and was totally destroyed. Debris was spread over a quarter-mile wide area around the impact site. The crew of three Kenneth Robertson, pilot; Kenneth Meyer Jr., flight nurse and Gayla Gregory, flight paramedic, died in the crash. The weather reports at the time gave a 10 mile visibility, as reported 5 miles from scene but subsequent reports from the site spoke of localised fog. [FAA/Media]

3 September 2010 Eurocopter EC135T2 G-DORS. Air ambulance of Dorset Air Ambulance provided by Bond Air Service Limited. The pilot had to abandon a flight with a seriously ill patient on board after the helicopter developed a warning light fault as it was about to take off from the Swannery car park in Weymouth, Dorset. The patient was taken by land ambulance. [Echo]

5 September 2010 Beechcraft King Air 200 N912SM. Air ambulance of St. Mary's Care-Flight, Grand Junction, Colorado. Operated by Air Evac. While on short final to Ranglely, Colorado the aircraft sustained a bird strike. The pilot landed without incident and the aircraft was taken out of service. Mechanics inspected the aircraft and found evidence of a bird strike on the nose landing gear strut. No damage was found and the aircraft was placed back in service. [Concern]

9 September 2010 Eurocopter EC145 N392TC. Air ambulance of Travis County STAR Flight, Austin, Texas USA. While responding to a SAR request in Williamson County an approach was being made into a field when a wire was noted in the flight path. The pilot manoeuvred to avoid the wire and a Mast Moment Caution light illuminated. An uneventful landing and shutdown took place and the aircraft was declared out of service until their arrival of maintenance. After inspection it was returned to service. [Concern]

10 September 2010 Beechcraft King Air Super 200 N911CM. Air ambulance of Children's Mercy Critical Care Transport, Kansas City, Missouri, USA. Operated by Stratus Aviation. Shortly after take off a mild jolt was felt when landing gear were being retracted. Handling and instruments remained normal. The flight continued to land normally at Atkinson Memorial Airport in Pittsburg, Kansas. Upon pilot walk around significant damage was found to the lower quadrant of the nose radome; apparently caused by a bird strike. [Concern]

13 September 2010 Eurocopter BO105 N. Air ambulance of CALSTAR, California suffered bird strike when attending an incident in Woodland, California. The air ambulance was called in to move the patient to a hospital in Sacramento. Moments after taking off from the grounds of the Woodland High School stadium football field with the patient the helicopter collided with a bird, and as a safety measure the pilot landed. The impact was a dull "thud" followed by abnormal momentary low frequency lateral vibration just after lift-off while climb-

ing vertically through about 30 feet AGL at 82% torque. The aircraft was inspected and returned to service as no damage was found. CALSTAR requested a nearby REACH helicopter, which landed on the football field and took the woman to the hospital.

14 September 2010 Bell 212 Venezuelan military. Crashed into a navy boat during a search and rescue operation for a small motorboat that remains lost at sea. [TV].

15 September 2010 Bell 407 N467PH. Air ambulance of Air Evac, based Tucson, Arizona USA. The pilot was able to land safely after a large bird crashed through the helicopter's windshield as it was responding to a call to pick up a patient from the Carondelet Holy Cross Hospital in Nogales, AZ. The bird thought to be a Buzzard smashed the windscreen but the crew received only superficial injuries. The pilot made a safe unscheduled landing at the Nogales International Airport. [media/FAA]

16 September 2010 AgustaWestland AW109 Bomba Fire and Rescue Dept. crashed into a rubber estate at Bukit Lada, Felcra Fuala Kaung, Lanchang, Malaysia in conditions said to include thick fog. Three injured, one seriously reported to have a tree branch impaled in his neck is thought to be the pilot Captain Roslan Aziz, 30. Also in the crew were Quartermaster Asrul Nordin, 33, and co-pilot Khairil Jamalludin, 30. Aircraft destroyed. [Bernama]

23 September 2010 Bell 412EP N412PD. New York Police Department. The helicopter made an emergency landing in waters near the department's aviation base at Floyd Bennett Field south of Brooklyn. It was not clear what caused the aircraft to suddenly go down, but it landed in Jamaica Bay in daylight and the emergency floatation inflated keeping it upright. Five police officers were inside the chopper when it landed. One of the rotors broke as the Bell hit the water and hit the windshield, which accounted for some of the minor injuries, there were no serious injuries. Physical and salt water damage to the aircraft and systems was severe. [Media]

24 September 2010 Eurocopter AS350B2 N91DK. De Kalb County Police Department, Dekatur, Georgia, USA. A police officer and a civilian instructor were injured when the police department's helicopter crashed at Covington Municipal Airport during the police officers annual re-certification flight. The aircraft crash landed, turned on its side and spun across a runway before catching fire. The airframe finished up upright but the airframe and systems damage was terminal. The civilian instructor had lacerations on his leg but the police pilot had no "visible" injuries. Both were able to leave the aircraft unaided but were taken to Atlanta Medical Center to be examined. [Media]

FLIGHT SAFETY

The famous Hudson River incident in January 2009 brought the issue of bird strikes firmly into focus. While such spectacular events are rare, they do represent a significant safety risk. In the 20 years to 2008, bird and other wildlife strikes killed more than 229 people and destroyed more than 210 aircraft in the US alone. Of 89,727 reported wildlife strikes involving US aircraft from 1990 to 2008, 10,344 of them damaged the aircraft.

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

Aircraft Technology Engineering & Maintenance [ATE&M] investigated the subject, in an article in the upcoming issue 107 you can read that quieter engines are making it difficult for birds to hear the aircraft coming! Certain species have become so tolerant to the airport environment that it is difficult to remove them.

There are technologies that are helping mitigate the risk, alongside more traditional deterrents including falconry. 'Avian radars', adapted to detect birds on or near airports can establish daily and seasonal patterns of bird movement.

Another promising technology for bird-strike prevention is the use of pulsing landing lights on aircraft. To read the *ATE&M* report go to www.ubmaviation.com

PEOPLE

Frank Robinson, President & Chief Executive, Robinson Helicopter Company is to give a lecture to an audience in London, UK on October 5. The venue will be the Royal Aeronautical Society, No.4 Hamilton Place, London W1J 7BQ. Entry is free. The core subject is *The need for simplicity in helicopter design*.

RSVP Please contact the Conference & Events Department at conference@aerosociety.com or telephone +44 (0)20 7670 4345 if you intend to go. The event commences at 1800hrs but there will be light refreshments from 1730hrs and a light buffet afterwards sponsored by Sloane Helicopters. There is no cost to attend RAeS lectures and they are open to members and non members alike.

As the culmination of seven months of training with the Search and Rescue Training Unit and the Sea King Operational Conversion Unit, last month Prince William graduated from his SAR training course at Royal Air Force Valley in Anglesey, Wales.

He is now a fully-qualified SAR pilot and joins C Flight of 22 Squadron, remaining at RAF Valley, flying the Sea King Mark 3 helicopter.

Prince William, known as Flight Lieutenant Wales in the RAF, has been presented with a graduation certificate and Search and Rescue Force badge by the Group Captain at RAF Valley along with six fellow students

[Picture: Senior Aircraftman Faye Storer, Crown Copyright/MOD 2010]



Former Army helicopter commanded **Bill Sivewright** is the new chief executive of Dorset and Somerset Air Ambulance, replacing Adrian Way.

Surrey Air Ambulance has appointed **Adrian Bell** as the new chief executive to oversee the work of the service.

Bell joins the charity in September following a career in the Royal Navy. He leaves his position as Commander British Forces Gibraltar to take up his new role with the air ambulance.

Much of his career has been at sea and he has seen active service in the Falklands and Northern Ireland.



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c MSP

Last month the Massachusetts State Police [MSP] said goodbye to the retiring former head of its air unit Major Mike Barry. His 'surprise' retirement party in Bridgewater saw a large number of former colleagues, friends and family including Colonel Marian J. McGovern, Superintendent of the MSP and former Colonel/Superintendent Mark Delaney. Colonel Delaney had a significant role (years ago when he was a Sergeant assigned to the Middlesex District Attorney's Office) in the investigation of the horrific air crash that saw the whole MSP air operation turned around and converted to Eurocopter AS355N TwinStar's sourced via the UK. In the crash on February 22, 1995 the operation lost Trooper Jim Mattaliano and Trooper Paul Perry along with ATT workers Arthur Howell and Mike McCarthy but, as Mike stresses fifteen years later, the families lost far more.

Mike Barry joined the MSP in 1986 after a spell in the local police and worked his way up through Trooper rank and joining the air wing shortly after the accident in 1996 where, as a pilot, he held the ranks of sergeant and lieutenant [1996-2003] and was present during the delivery and introduction of the new fleet between 1999 and 2002. From March 2002 he took over from Lt. Mike Melia as Air Wing Commanding Officer.

Barry continued to move the unit forward in operating and enhancing a TwinStar fleet operating from three air bases located throughout the state, including Chicopee, Lawrence and Plymouth. Typically twenty one staff members flew more than 2,000 missions annually. He was instrumental in moving even further away from what he saw as the 'modest' enhancement of the US LE model towards a high end European specification and eventually the introduction of the EC135.

The first major move was to introduce significant advances in training, training the TFOs to private helicopter level and introducing water egress training. Strong partnerships were formed with local fire services the Boston Police and Secret Service.

Meeting his wish to enhance fleet capability the new FLIR Systems Star Safire III and MRC Digital Downlink equipment was introduced into the fleet in August 2004 – MSP thus becoming the first State or local agency to introduce such an advanced high end Safire sensor. Delivery was in time to cover one of the largest security events

ever seen in Boston – the Democratic National Convention where Port Security was a big issue. The downlink was to multiple command centres and hand-held equipment throughout the city. A new mapping system and NVG's followed.

In the same timeframe the MSP were seriously looking at new helicopters better able to carry the advanced role equipment load and that led to the ordering and delivery of the EC135T2 introduced earlier this year.

Under his leadership there were other major advances in putting in place funding for facility hardening and upgrades, including the replacement of previously rented accommodation. Each development was set in train before he relinquished immediate command in December 2006. He remained in Field Services and continued to facilitate enhancements to the air operation although having a wider overall remit.



c McAH

In February 2009 the operation took over a brand new base at Westover Airport. The \$1.25M hangar there is 9,700 square feet and includes offices, meeting rooms and enough space for two specially-equipped helicopters. That's compared to the previous 2,000-square-foot hangar the air wing used to occupy nearby. That deal saw the winning constructor borrowing money from a consortium of banks and the state signing a five-year lease with the corporation at \$15,000 a month.

Even after Mike Barry left the unit he was followed by a problem not entirely related to aviation that followed him through the following three years. The unfortunate sexual harassment allegations directed at him by a female pilot with the unit, Jody Reilly, led to a law suit being taken out against the MSP and Barry was named in an unfavourable light, not a scenario any married father of five relishes. The complex matter first surfaced in 2003 rumbled on through into 2009 and was not finally resolved through the legal system until reaching Federal Court trial in Boston during October 2009. This was briefly mentioned as taking place in PAN November 2009 but an unfortunate bit of timing meant that the story made no mention of the resolution of the case fully in favour of both the MSP and Barry even though it was adjudicated a few days before the issue appeared.

Mike Barry, who gained a BSc in Criminal Justice in 1993, completed his service with the MSP in the rank of Major, he was the Deputy Commander of Field Services and Tactical Operations Commander.

He is currently working with a private consulting firm that specialises in Emergency Preparedness Planning and the organisation and execution of training drills and exercises. He also has his own company dealing with Risk Management in Tactical and Public Safety Operational Risk Management. [MB/PAR]

EVENTS

Last month the first Waypoint Airmed & Rescue 2010 event held at Hangar 11 on the London Oxford Airport, Kidlington, Oxfordshire passed off successfully and is likely to lead to repeat events in coming years. The organisers were expecting around 200 attendees, including the US Army, Abu Dhabi Police Air Wing, IBM UK, Honeywell, AirMed, Sloane Helicopters and the British Helicopter Advisory Board and appear to have achieved most if not all of that modest aim. Last years attempt at a first event was knocked back by the recession and cancelled but feedback from attendees this time suggests that the people there were the right people for what was primarily a networking event despite the relatively low numbers.



The single hangar location was for the exhibitor stands and a small scale paramedic/doctor contest competition 'arena' in the centre. This - the Waypoint AirMed & Rescue Challenge stage - reflects the very popular feature found at the various AMTC events in the USA and is a matter of personal choice. It was no crowd puller but the participants were clearly enjoying the 'Casualty/ER' class competition which boiled down to who could kill or seriously maim the dummy first. The winners were the team from the Thames Valley and Chiltern Air Ambulance Trust (TVCAAT).

Among the more exotic exhibitors was Greek Flying Doctors a fixed wing and helicopter operation based upon Life Line Aviation in Athens, Greece www.greekflyingdoctors.gr Established in 1992 as a patient transportation operation they operate a mixed fleet including a Cessna Citation, Piper PA31 and Beech Baron and only added a BO105 helicopter in 2009. Most of the other exhibitors were domestic or near European but US based Spectrum Aeromed and CHC were sponsoring, but the latter sadly were no shows for their somewhat forlorn double stand.

Emphasising the importance of the air ambulance element the Thames Valley Air Ambulance service and East Anglia based aircraft at the event. Other prominent aircraft were parked next to the main displays including Farnborough-based Gama which handles air ambulance work in Scotland with its King Airs and Luxembourg Air Rescue with its Lear Jet. Beyond the hangar displays a number of audio visual presentations, themed on HEMS and SAR, were being held in another building. Well attended Day 2 included the presentation is on the Silver Air Control Cell concept - a joint initiative between the RAF and ACPO - mentioned in last months item on Waypoint.

The no show by CHC tended to underline the 'problem' faced by this Waypoint event in that the very future of UK SAR remains in a state of limbo and therefore enthusiasm in that direction is somewhat stilted. That though is not the fault of the organisers - it is just a fact of life they got on very well with under the circumstances - thanks in the main to the air ambulance community present at the event.

www.airmedandrescue.com



www.PoliceAviationNews.com
A wealth of on-line resources



And much the same can be said of the timing and existence of the well established and 'must attend' Shephard SAR and CSAR 2010 event. This has always been a great event but this year it suffered at the hands of SAR H indecision, the vagaries of that Icelandic volcano and possible the location – Aberdeen rather than somewhere on the south coast of England.

Having been cancelled amid the flight cancellations of the volcano ash cloud that was a mite over-reported Shephard re-scheduled the event to September at the same venue - the Aberdeen Exhibition & Conference Centre in Aberdeen, Scotland.

Reports are that it was reasonably well attended though perhaps muted for the same reasons that the Waypoint event reflected and the absence of some speakers unable to re-schedule their arrangements.



Munich



As predicted last month on page 3 there was a party in the offing to mark the 40th year of the modern Bavarian air support operation outside Munich. There were lots of guests from police air support and air ambulance operations and a large cake to be cut to mark the milestone. Held in conjunction with the Deutsches Museum.

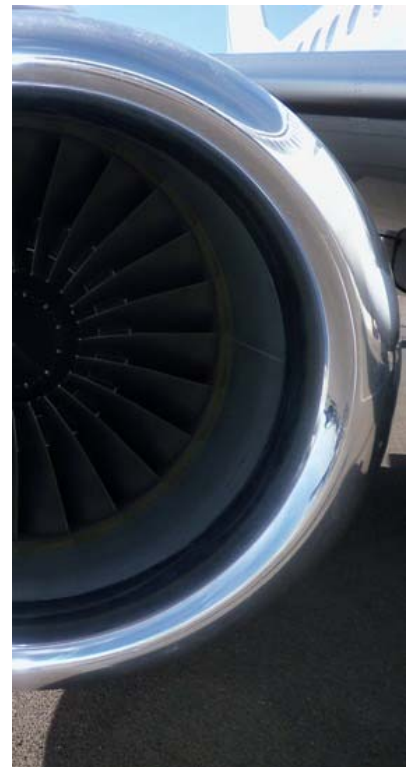
[Thanks to Michael Mau for the images]





On September 21 European Business Air News (EBAN) and Marshall Business Aviation ran their highly successful one day UK Business & General Aviation Day - BGAD10. If anything the event held at the Marshall Cambridge Airport has grown significantly and is now a firm date in the aviation calendar. Although primarily a business show the interface with the emergency services is clear. The East Anglia Air Ambulance counts the location as home and many of the 'executive' jets featured are equally at home ferrying patients. Very much a non-emergency services exhibit, the star was an Embraer Lineage 1000 large business jet, (a derivative of the Embraer 190 airliner) and the sprinkling of expensive limo's among the aircraft belied the theme of the event. Many of the 600 or so visitors were attracted to the UK by Light Jets Europe at Oxford Airport which followed on.

One of the fifty exhibitors Express are very much into the UK police market and have been so for some time. In recent months the company has sold its UK manufactured hangar doors to the Chiltern Air Support consortium – with examples for the operation flying from RAF Benson, Oxford and that at RAF Henlow in Bedfordshire. Earlier the company sold its bi-fold doors to the Metropolitan Police for installation at Lippitts Hill Camp in the depths of Epping Forest.



Chiltern AS at RAF Benson



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