

Police Aviation News

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PAR



Turkey: Polis looking for new twin helicopter
NPAS - trying to keep the lid on it
Filton closure hits three emergency operations
AIR MED UK conference - last minute moves
PAvCon Conference Spain



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LAW ENFORCEMENT

FINLAND

BORDER GUARD: In conditions of some secrecy the Border Guard has been undertaking trials of UAV options in cooperation with the military. Five different systems, four of them said to be from Israel, were under test in Northern Finland last month according to a source said to include exiled Palestinians. [Barents Observer]

MALTA

AFM: Following on from last month's front page storyline on the delivery of the new Hawker Beechcraft King Air MPA AS1126 to the Armed Forces in Malta, on April 4 the aircraft was formally accepted into service.

The ceremony was conducted with speeches and presentations from AFM Commander Brigadier Martin Xuereb and the islands Prime Minister Lawrence Gonzi, numerous references were made to the ongoing rescue of migrants and the increase in capability the aircraft was going to confer on the AFM. Champagne was poured over the nose of the aircraft to inaugurate its acceptance into service.

The aircraft is larger than the existing fleet so space will be at a premium so AFM will be building a new hangar for its Air Wing, which currently also includes Alouette helicopters as well as the Islanders and Bulldog single-engine trainers.

It is now some 40 years since the aviation unit of the Armed Forces of Malta was born. Initially as a police operation known as "Helicopter Flight", this section started its operations with four small observation helicopters, and a lot of enthusiasm. The modern AFM have had various projects that have helped to strengthen and develop operational capability with the help of the European Union and the Maltese Government's consistent support. A year ago, a similar ceremony saw the commissioning of four inshore patrol boats, months after the inauguration of a new communications' system; modern equipment that amongst others enabled the AFM to keep constant direct contact with the patrol assets deployed earlier this year to Greece on a FRONTEX operation. [ToM/AFM]

Front Cover: Last month the PAVCon team got together to hone the last minute details of the PAVCon Police Aviation Conference in the Basque Police facility outside Bilbao. As the sun was shining the opportunity was taken to refresh the images in the archives. This is EC-GMZ an early model EC135T1 that was later upgraded with an autopilot in the UK. More next month I guess! [PAR]



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TURKEY

POLIS: The Turkish Security General Directorate intends to broaden its fleet with ten new helicopters, specifically citing a need to better track criminals and intervene in incidents. Reports state that they are finding their current MD600 fleet ‘insufficient in most cases’ with unspecified ‘performance problems, particularly at higher altitudes’. The police are said to be looking for a type able to carry up to six. The full specification of the aircraft will include a TI system with live downlink.

A tender is expected to be launched soon by the Under secretariat for the Defence Industry, the country’s arms procurement agency. [Helihub]

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UNITED KINGDOM

NATIONAL: It is still very silent in the National Police Aviation Service [NPAS] world but rumour has it that there are things going on in the background. The plan appears to be that nothing should be said anywhere in public lest someone criticise the content – quite understandable as this is something that has generally been happening wholesale with every rare utterance.

It may be distracting to learn that rumours suggest that the type of activity being undertaken seems to be the sort of enquiries that we might have expected were a pre-requisite for the groundwork for the plan that was announced last October. But perhaps I am being too critical – or am being misled by the wall of silence? That may indeed be the intention.

There was an NPAS planning meeting held at Ryton-on-Dunsmore police college near Coventry in mid April. One odd feature of the event was that delegates [or more accurately their police forces] had to pay fees for their presence. The NPAS thing therefore apparently flags up nicely as having ‘no budget’ for its ongoing deliberations.

One force has trialled the new ‘central control room’ system already and first reports are that the move has added ten minutes to the reaction time.

The old system, you may recall, is that most air units monitored the radio traffic of their local forces – although this may have been 3-4 different channels – and selected the type of call they believed they might wish to attend with a view to providing best value. In addition to this officers on the street could request the helicopter directly. Neither version guaranteed the despatch of a helicopter to a given event but they were pretty instant in response for all parties. The system was fairly slick and reflected much of the style of instant response shown by the more successful US and UK operations, reaction times were around 3 minutes to get airborne plus the transit times.

The new NPAS system intended to use the resources of another national organisation, the British Transport Police were put up originally but any national provider will do, thereby adding a layer of filtering and it is this that adds 10 minutes dead time to the system.

This line of command is not new in mainland Europe and would not raise an eyebrow there, but the whole point is that the UK system as evolved over the last 20 years was credited with being among the best and instant access was at the core of this quality. Many in European police air support have spoken highly of the UK system but now it seems that rather than Europe moving up to UK standards the UK is dumbing down.

Regular readers will recall that I deliberately reduced the PAN reaction time map to show 10 minute [right] rather than the 20 minute circles that NPAS was based upon for map clarity. It seems that inadvertently I have ended up showing the likely actual times of arrival to events under the new scheme. The gaps are real gaps and effective air



Reducing the circles to ten minutes starts to make the actual police air support coverage look very flaky

support is devalued as a consequence.

Meanwhile although three units have agreed to go at least one of the threatened units – South Yorkshire – appears predictably to be holding out. Two of the three have gone, Hampshire was deleted by its Chief Constable who as the 'ACPO Lead' on air support could be seen to be doing the right thing, and Norfolk went to the wall earlier than intended because its operator, Sterling Helicopters at Norwich, collapsed. The others under threat of closure may last a little longer, Wiltshire for 2-3 more years, but that will depend on the size of the financial stick that will be brought to bear.

Hampshire Constabulary used to control their base – the former Royal Navy air base Lee-on-Solent – but even that has now been given up and operations have passed to the BN Group rather than the other emergency services air operation of the UK Coastguard. You can read whatever you like into that, SAR-H fallout included. Future gravel extraction on the site remains likely.

Hampshire Constabulary gave up the operation in April although their aircraft remains stored on site awaiting a new owner. BN will be building and maintaining Islanders at Lee after the company finally realised that being at their traditional factory base of Bembridge on the Isle of Wight was a massive negative for prospective owners and highly trained employees who did not wish to maroon themselves on the island.

Ed: All the negative aspects of NPAS can be said to be going pretty much to plan, see also the reports under Western Counties. No-one has yet explained the odd reversal of plan relating to 'working together' with the air ambulance [summarily rejected by the air ambulance fraternity as unworkable with a prospective partner that had already unilaterally announced the dismantling of existing dual purpose arrangements in Sussex and Wiltshire] and 'a fixed wing for Dyfed-Powys'. Lack of trust seems at the core of that proposal.

The supposed charging aspect of the Ryton-on-Dunsmore meeting has its funny side too. In a perfect world everyone would be able to go everywhere for free and it seems that the PAvCon idea of having an economic event where all police get in free is not catching on in



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NPAS land. In the real world the bottom line is that money has to come from somewhere to pay for events but at least PAVCon has no door entry fee for police! It can be done.

ESSEX: According to a report in a National newspaper last month the Essex Police force acquired a small Air Robot quad rotor surveillance UAV three years ago and has never used it. Subsequent to purchasing the £22,000 craft the force ran into licensing issues it failed to overcome.

The force has its own EC135 helicopter but intended to use the Air Robot craft for minor surveillance roles including covert surveillance and the coverage of crowds at events.

In the event it seems that no-one within the force could be bothered to overcome the red tape involved in complying with CAA safety regulations and it was put up for sale. Even that effort failed and the story came to the notice of the media. [Sun]



UK Emergency Aviation

MERSEYSIDE: Just as the last edition of PAN was completed came news from the BBC confirming that the EC135T2 helicopter in Merseyside was being 'scrapped' under plans to pool police resources to save money.

The same report confirmed that forces in Merseyside, Cheshire, Lancashire, Greater Manchester, Cumbria and North Wales have agreed to collaborate to cut costs in air support and other fields of policing.

Four helicopters using four air bases will cover the region from a central control room from this summer, but the report does not suggest that this control room will be the proposed NPAS UK central control room more an interim arrangement.

As the EC135 G-XMII [above] was the oldest helicopter in the fleet it was selected as the one for withdrawal from service. Its recently upgraded air base at RAF Woodvale, Formby, Merseyside will be decommissioned. [Media]

Ed: This is another 'falling upon a sword' gesture that may not be all it seems. Prior to last

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October's announcement Merseyside and Lancashire were talking to each other about 'cooperation' – that could easily have included reliance on one aircraft and that would have been the Lancashire machine. Lots of 'smoke and mirrors' going on in NPAS land.

SOUTH EAST: A collaboration to share air support across the counties of Sussex, Surrey and Hampshire was officially launched at Shoreham Airport on April 1.

Although the South East Air Support Unit (SEASU) has been operational since October, the day marked the start of operations under a single Police Air Operator's Certificate issued by the Civil Aviation Authority.

Under the agreement there are two helicopters covering the three force areas. This will ensure that Sussex, Surrey and Hampshire are all able to have access to this highly value resource, but at a saving of around £8M for the three authorities over the next five years.

Regional Inspector for SEASU Steve Cheeseman, Surrey Police, said: "The launch of the regional air support unit has been seven years in the making and we have come up with a model which we believe will effectively serve Sussex, Surrey and Hampshire.

"The use of helicopters gives police a real advantage over criminals on the ground and also allows us to effectively assist in searching for vulnerable missing people. They are an invaluable resource which through this collaboration we hope to continue for many years to come."

Alan Price, Sussex Police Authority's lead member for air support, said: "Collaboration in which 'everybody has won and all must have prizes' is always difficult to achieve. There must inevitably be compromises.

"The fact that all three Forces and authorities have been able to reach agreement on an effective and efficient collaboration with both capital and revenue implications which meets the requirements of all in the important area of air support is a tribute to all those involved in the discussions and negotiations that have lead up to this day.

"I offer my congratulations to all those who have worked hard to make this historic launch of SEASU happen today. I am sure SEASU will continue to develop to meet the changing demands on its service."



One of the helicopters will be based at Shoreham, Sussex and the other in Hampshire but they will both provide cover for all three force areas.

Editor: But of course NPAS plans that one, the MD902 Explorer in Sussex will go and the Surrey operation will move from its current 'Gipsy retreat' base at an RAF station in Hampshire to a new yet-to-be-built facility at Dunsfold in Surrey.

It seems clear that someone is already writing the next 'massive improvement, greater savings, more efficient' script that will cover that scenario in the next two years or so.

NORTH YORKSHIRE: Meanwhile one of the 'have not' police forces of the UK scene continues to make use of the volunteer sector. Everyone in 'real' air support [aka £5M helicopters] wrings their hands but the little stick and string air resources continue to do the job perfectly well. A Cessna 152 crashed on Ingleborough in the remote and picturesque Yorkshire Dales whilst on a night training exercise from Blackpool, thankfully without killing anyone. The local volunteer air sector kept an eye on the upturned wreck and as a result an AirSearch Sky Ranger flown by Mike Poole and Andy Dixon out of Rufforth (York) were on hand to take a picture of people at the wreck. That image suggests that there is a man apparently removing parts from the aircraft. A section has been enlarged and forwarded to North Yorkshire Police.



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WESTERN COUNTIES: BAE Systems the owners of Filton Airport, Bristol, Avon has announced that it is to close the airport, at the end of next year. Operators based at the site include the Western Counties Air Operations Unit, flight training school Aeros, and the non-profit Bristol Aero Club.

Andrew Cheesman, Director, BAE Systems (Aviation Services) Ltd said: "This decision has been taken following a long review of the airfield's commercial and economic viability. We regret the impact that this will have on our 19 employees and we will work with them to explore employment opportunities.

"We recognise the importance of Filton airfield to the local residential and business community and understand the concerns its closure may have. We remain in discussion with South Gloucestershire District Council to agree future plans."

The airfield operates under an ordinary licence issued by the CAA and can operate 24 hours per day if required, but chooses not to. It opens from 06:30 - 20:30 during the week and 09:00 - 17:00 at weekends. The police operation operates outside these hours without resort to the local ATC facility.

At the core of the decision is a substantial runway resurfacing bill. Currently Airbus Industries is able to fly in its outsize freighters to deliver/collect parts and subassemblies for transportation to other Airbus factories. On balance it has been decided that this traffic can travel in other ways – the factory at Chester sends its assemblies by sea and this can be achieved at Filton.

Ed: In the long term the aircraft factory can survive if there is a will by BAE/Airbus but the runways will probably give way to housing developments and housing developments bring people who ultimately complain how stupid it is to build [aircraft] factories next to housing.....

The NPAS scheme always envisaged that the police helicopter would move, and foggy Colerne was the nominated site. Local pressures were being directed towards reversing that and retaining the helicopter base at a 'better positioned' Filton. On the face of it this move to close Filton demolishes everything the keep the helicopter in central Bristol campaigners have striven for.

Filton was developing into a preferred site for emergency services aviation in recent months. In addition to the police helicopter of long standing the Great West Air Ambulance is on site and the plans for an Avon & Somerset fire helicopter envisaged it being based there when the trial takes place this year. The site may be big enough for an 'emergency services heliport' but politics may be being played out. Airbus owe no business to the UK these days [the UK pulled its investment] and Filton may ultimately be losing its business to other more worthy investor countries. BAE has a history of financing its greater business from the disposal of assets – Royal Ordnance was just one case in point.

The best laid plans go awry at the best of times. Things get even worse when there are no plans in place – and on any day to day police operation little is pre-planned and from time to time the reaction will appear 'over generous.' In either case the press will surely be there to



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comment!

Such was the case when Owen Gray, 50, and Angela Cubitt, 34, were arrested over the removal of a dumped video games console and an electric drill dumped at a recycling centre. Once dumped the items left at such centres are the property of the site to dispose as they see fit so scavengers are banned.

The media was 'aghast' when the unplanned reaction to reports that someone was taking scrap parts from a site. Eight officers and a helicopter turned out. The pair were said to be amazed when the officers, backed by the Western Counties EC135T2 helicopter, swooped on them as they walked home with the results of their scavenging. In the Third World such activities would be considered laudable – employment in fact – but in the more prosperous parts of the world things are different - Gray was later fined £20 and Cubitt was released without charge. They took the story to a local newspaper short of stories that week. They claimed the cost of the arrest operation was £20,000 and that the scrap value of the old electrical goods was 47p all probably true. The police would not say how much the operation cost. [Treehugger]

UNITED STATES

NATIONAL: On June 9 there is to be a Law Enforcement Aviation Technology Demonstration Day, at the Bay Bridge Airport, 202 Airport Road, Stevensville, MD 21666. The Law Enforcement Aviation Technology Program (www.justnet.org/aviation), in cooperation with the Sheriffs' Association of Texas and the National Law Enforcement and Corrections Technology Center for Small, Rural, Tribal and Border Policing will be hosting an aviation demonstration day to provide a "hands-on" look at numerous low-cost aviation technologies available to meet law enforcement's aviation needs with an emphasis on small and rural policing.



This year's primary focus will be on gyroplanes as a cost effective solution for law enforcement. While used in other countries for law enforcement, the introduction of gyroplanes for US law enforcement is relatively new. Gyroplanes may offer the potential to complete 90% of standard helicopter missions at 10% of the cost. Several gyroplane manufactures on hand to answer questions and to provide demonstration flights. Other technologies displayed will include small unmanned aircraft systems (sUAS), Light Sport Patrol Aircraft and low-cost airborne camera systems.

This free demonstration will be held between 9am and 5pm at the airport which is just across the Bay Bridge from Annapolis, Maryland. This event is being promoted as an excellent opportunity to learn more about low-cost solutions that can provide that 'eye' in the sky in support of law enforcement mission.

The most convenient airport is Baltimore-Washington International (BWI), a 30 minute drive to Bay Bridge Airport.

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ARIZONA: The long predicted delivery of a six years old Robinson R44 to the Yavapai County Sheriff's Office is still 'pending' rather than a fact. Even on delivery the craft will be soaking up around \$250,000 in overhaul charges before it is ready for service. The Prescott Daily Courier reports the county will pay for the overhaul with a \$100,000 public safety grant from the Governor's office and \$150,000 in drug seizure money.

On a negative note the County supervisors say the helicopter would only be used for searches when state police helicopters are busy and will not be used for rescues.

Ed: On that basis, if taken literally, this is going to be an underused resource and it may mean that the pilot will require a cleaning cloth each time it is used to remove the collected dust.

INDIANA: Local press reports suggest that Indianapolis Police are close to selling their MD600 with an overseas buyer inspecting it around now. After operating since 1968 this aviation unit ceased operations in October 2009 under budgetary pressure, putting its MD600 flagship, two Hughes 300s and an early Bell 206A, its first known airframe, into storage. A report in July 2010 cited public safety officials making a decision to sell the MD600 and the two Hughes aircraft in order to fund the required maintenance and ongoing operational costs to get the 206 back in the air.

Today the Indianapolis Police appears to have only one Hughes 300 registered to them, a 1977-build example registered N7478F, as well as the MD600 N500PD which they took delivery of in 2003 at a reported price of \$2.19M including extensive role equipment. Originally the plan was for a second MD600 to replace the Jet Ranger and expand into twin engine aircraft for rescue and tactical missions.

Selling the old fleet is intended to fund the return of the 1968-build Bell 206A N3399 to service [Helihub]

MARYLAND: The federal government is blaming the State of Maryland for a helicopter crash that killed four people in 2008, claiming the mistakes of a state-employed pilot, not federal air-traffic controllers, directly caused the accident.

The US claim, filed in federal court last month is in response to a \$4M lawsuit filed by Maryland officials alleging that FAA air-traffic controllers failed to properly direct Stephen H. Bunker, the pilot of the medevac helicopter carrying two automobile accident victims and two emergency medical technicians that crashed on its way to Andrews Air Force Base in rainy weather in September 2008.

A report by the National Transportation Safety Board concluded a year after the accident that the pilot's decision to make a rapid descent was the chief cause of the accident, although the safety board also faulted air-traffic controllers. [Baltimore Sun]

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TEXAS: Eagle Copters Ltd. (ECL) has been awarded a contract to provide the City of Houston and the Houston Police Department with a fully mission equipped Bell 412EP helicopter. In operation since 1970, the Houston Police Department Air Support Division (Helicopter Patrol Division) has grown into the second largest municipal helicopter police air support unit in the United States.

The helicopter will have multi role capabilities designed around the stringent and demanding mission profiles for the City of Houston. Eagle Copters Ltd. have been supplying law enforcement helicopters and completion services for over a decade.

Delivery of the helicopter to HPD is scheduled for July 2011.

AIR AMBULANCE

INTERNATIONAL

AIR MED 2011: The end of this month sees both the PAVCon police aviation conference [in Bilbao] and the Airmed World Congress [in the UK] going pretty much head to head for industry time. PAVCon is run over Monday to Wednesday and Air Med Wednesday to Friday.

The Air Med is being held in Brighton on the south coast but the final day moves to an airfield for static displays and more. Last month it was announced that the 'off site' air day location has been changed from the long standing Shoreham Airport by the sea to an inland site at Dunsfold Park Aerodrome.

The Aviation Day is planned to include a host of rotary and fixed wing aircraft both on the ground and in the air and has been moved to the new location so that the organisers can bring in more aircraft for both aerial and static displays.

As well as aero medical and SAR aircraft the aerial display will also include a Battle of Britain Memorial flight in a Spitfire, aerobatic gliding team and Breitling Wing Walkers.

Delegates at the aero medical conference will benefit from the change of location because the coaches that take them from Brighton to Dunsfold will now be able to take them back to Brighton or directly to either Heathrow or Gatwick Airport if they are returning home on the Friday.

If you really must go to the Air Med rather than PAVCon.... details of registration and further information are available at www.airmed2011.com

Editor: Dunsfold is a historical site, it was one of the former homes of Hawker Aircraft and saw testing of many post war jets including the Hunter and Harrier – it was last used for building Hawk jets. More recently it has hosted the Surrey and Sussex MD900 Air Ambulance, a six engine James Bond Boeing 747 and the renowned BBC Top Gear motoring programme. NPAS have designated it as the future base for police operations in the South East.

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GERMANY

DRF: On April 1st 2011, DRF Luftrettung inaugurated a newly founded HEMS base of Weiden in der Oberpfalz (Upper Palatinate) in Bavaria. After being put out to European tender, DRF Luftrettung was selected as operator for the new rescue helicopter with the call sign "Christoph 80". The start of the operation was accompanied by a ceremony with about 70 representatives from politics and rescue services.

The helicopter is an Eurocopter EC135P2+ on duty from 7 am to sunset (+30 minutes) to provide patients in the region with fast medical care. The integrated dispatching centre of Nordoberpfalz alerts the helicopter for HEMS missions mainly in the areas of Upper Palatinate and intensive care transports between clinics.




At the beginning of April, the Tenth annual medical conference of the DRF Luftrettung took place in Freiburg, southern Germany: About 100 emergency physicians and paramedics of the DRF Luftrettung met up to exchange their ideas on subjects of emergency medicine. The event provided the medical personnel of the DRF Luftrettung, which is stationed in 31

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locations in Germany, Austria and Denmark, a quality-oriented discussion forum to derive important guidelines for their daily work. The Baden-Württemberg Minister for Labour and Social Affairs, Family and Seniors, Dr. Monika Stolz, opened the event and in her speech stressed the important contribution to emergency medical care made by the DRF Luftrettung.

The agenda of the two-day annual conference further included the importance of the air rescue with regard to hospital network structures.

SWITZERLAND

REGA: Thanks to the support of its numerous donors - 2.3 million hold cards of affiliation - the Rega continues to operate in support of the people of Switzerland and visitors. Last year Rega undertook 13,726 missions in Switzerland and abroad.

During the period Rega has introduced the new AgustaWestland Da Vinci variant of the 109 Grand and all the bases of mountain rescue flights have been equipped with the high performance type since December 2010. ©PAR

UNITED KINGDOM

EAST ANGLIA: Back in February the East Anglian Air Ambulance was forthright in stating that they had financed the provision of a complete Turbomeca engine and a 'core' to Sterling Helicopters for use in 'their' helicopters. The two items were leased to the now defunct operators and at that time the lease payment were up to date and not a cause for concern. With EAAA now operating BO105 helicopters supplied under lease from BASL the charity connection with the engines is broken and it would seem that the airframes are no longer flying regularly.

Having given the situation time to settle I asked EAAA for further details on where that arrangement was as at April 1. All three aircraft used by the EAAA [two BK117 G-RESC & G-OEMT and the BO105 spare G-EYNL] were transferred to the ownership of Alan Mann Helicopters in late February. Alan Mann is another part of Longmint so it is a paper exercise and may not have included the physical move of the airframes from Norwich to Fair Oaks on the due date. The change has no direct relation to Alan Mann Helicopters as an operator. Most Longmint aircraft (including ones previously registered to Sterling, TAMS, Skydrift, Alan Mann Helicopters and Fast Helicopters) are now registered to 'Alan Mann Aviation Group Ltd.' The activity has been described by one industry source as little more than "shuffling the deckchairs on the RMS Titanic".

Ed: My question to EAAA nearly a month ago was whether they had resolved the position, financial or otherwise, relating to the two leased Turbomeca engines residing in the BK117 aircraft concerned. To date there has been no reply.

Before long the problems surrounding the management of the charity, the demise of Sterling/Longmint and the squabbles with Magpas will be a thing of the past, meanwhile the



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good news is in the ascendency with Cambridge Airport looking likely to be a new centre of operations for the flight side of the air ambulance. There is no longer a need to centre upon Norwich Airport. Cambridge Airport will be the full time presence of the EAAA service with the new, dedicated operations centre officially opened on April 19. The "Archie Morson Centre" has been equipped and decorated courtesy of The Marshall Group, and will be at the heart of all EAAA operations in the west of the Anglian region, providing the base for paramedics, doctors and pilots who operate the emergency service.



The EAAA airport accommodation features full operational facilities that are being hailed as "Gold Standard" including a comfortable crew room, rest room facilities, and a complete sluice facility where crew returning from incidents can clean up. A full range of medical facilities provide the best in clinical care for patients awaiting transfer to one of Cambridge's nearby hospitals. Flight planning resources and an IT system integrated with the airport's will also ensure continued efficiency for the service.

Anglia 2, previously one of the Sterling Eurocopter BK117C1 but now a Bond BO105, has been based at Cambridge since December 2010, combined with Anglia 1 based in Nor-

An advertisement for the AgustaWestland AW169 helicopter. The background is a composite image of a city skyline, featuring the Big Ben clock tower in the foreground. A black and yellow police helicopter is shown in flight, with "AW169" and "POLICE" written on its side. The helicopter is positioned in the lower-left quadrant of the advertisement. On the right side, there is a red semi-transparent overlay containing text and the AgustaWestland logo. The logo is a stylized red and white propeller. The text includes the website "agustawestland.com", the model name "AW169", and the slogan "VERSATILITY NO LIMITS". Below this, three bullet points describe the helicopter's features: "Engineered to satisfy the most demanding Law Enforcement mission requirements", "Generous cabin space and exceptional accessibility for maximum flexibility", and "Designed to grant intensive utilisation with low operating and maintenance costs". At the bottom right, the AgustaWestland logo is followed by the text "AgustaWestland A Finmeccanica Company".

agustawestland.com

AW169 VERSATILITY NO LIMITS

Engineered to satisfy the most demanding Law Enforcement mission requirements

Generous cabin space and exceptional accessibility for maximum flexibility

Designed to grant intensive utilisation with low operating and maintenance costs


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wich, it offers emergency coverage for the counties of Bedfordshire, Cambridgeshire, Peterborough, Norfolk and Suffolk

Cambridge Airport is privately owned by the Marshall Group, a 100 year-old Group of Companies, which is owned and managed by the Marshall Family. The Marshall Group activities include Cambridge Airport, Marshall Executive Aviation, and Marshall Aerospace, focused on engineering and technology. Cambridge Airport provides a range of benefits for the EAAA service. Open 24/7, in all weather conditions, having full air traffic control facilities it is also well connected by road to the major Cambridge hospitals.



The Essex based MD902 Explorer will be leaving its former World War 2 airfield base at Boreham [seen here] for pastures new.

ESSEX & HERTS: After overcoming a setback in the initial planning stages the Essex Air Ambulance has relocated to Earls Colne airfield from Boreham airfield near Chelmsford. Later this year a brand new visitor area is due to be launched in July 2011.

Over the last 12 months, having secured planning consent and an affordable building design, TJ Evers the appointed building contractor arrived on site in January to begin this exciting new chapter in the history of the Essex Air Ambulance.

The first stage of the relocation saw the Essex Air Ambulance commence flying from the new operational base in Earls Colne from March 31, 2011 with brand new facilities in place for the Air Crew. Once building work finishes the second stage of the project will see the official opening of a modest visitor area in early July 2011 which has been made possible with a grant from ICAP following their annual Charity Day in 2009. This new facility will enable the Charity to host meetings and events and accept visitors. The existing Charity office will remain at its present location.

A partnership with the existing flying club has been reached to share facilities and build a walkway between the hangar and clubhouse for which building work is now well underway.

Meanwhile the charity has been able to increase the hours of the air operation. During the summer months the two MD902 Explorer helicopters will operate in cooperation with the conventional local ambulance services and the helicopters of the EAAA over the six coun-



Above: The Essex Air Ambulance Explorer G-EHAA flies past the control tower that has provided crew rooms for the police and Essex Air Ambulance for some year.

Right: Meanwhile the construction of the new facility at Earl's Colne continues for completion this summer.

Below: The Hertfordshire Air Ambulance MD902 Explorer continues to be based in the west of Essex at North Weald.



ties they serve (Essex, Hertfordshire, Bedfordshire, Cambridgeshire, Norfolk and Suffolk) for a longer period.

The helicopters are tasked by the EEAST Clinical Coordination Desk located at Broomfield Hospital to attend incidents where patients require expert clinical care at the time they need it the most. Specially trained HEMS Doctors, Paramedics and life-saving support equipment feature on all four aircraft operated by the two charities and can be rushed to the scene of an incident, effectively bringing the hospital to the patient and enabling life-saving procedures to start at the earliest opportunity.

From 11 April 2011 all three organisations will work together to provide extended flying hours (from 7am to 9pm or sunset whichever is earlier) ensuring coverage of the Eastern region. One helicopter from EHAAT and one from EAAA will cover the early part of the day and the other helicopter from each charity will cover the end of the day, with an overlap in the middle to guarantee the region is covered effectively.

Cliff Gale, Essex & Herts Air Ambulance Trust Operations Director, said; *“By working in partnership with East Anglian Air Ambulance and the East of England Ambulance Service Trust we are able to provide a high class clinical service to the people in all six counties in the region for longer by using the crews and the four helicopters we operate. For the majority of the week the Essex helicopter will mirror the Cambridge aircraft shifts and Norwich the Herts operation. By varying each aircrafts’ start time, the service will be available for longer.”*

GREAT WEST: The base of the Great West Air Ambulance – BAE Filton in Bristol – is to close at the end of 2012 and a hunt is on for a new base for the BO105 helicopter currently undertaking operations for the charity.

A number of potential bases have been suggested and these include the base of the helicopter supplier in Staverton, Gloucestershire, Avonmouth, the new Southmead Hospital as this is due to have a helipad in its specification when completed in 2014 and even the Helicopter Museum at Weston-super-Mare. [Western Daily Press]

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LONDON: The London Air Ambulance Charity which runs London's only Helicopter Emergency Medical Service, has announced that it has signed a unique research and collaboration agreement with the Norwegian Air Ambulance.

Both organisations are committed leaders in the field of quality improvement in pre-hospital care and place research and development high on their agendas

London's Air Ambulance has an international reputation for clinical excellence and has trained the majority of pre-hospital clinical leaders in the UK and many from overseas

The Norwegian Air Ambulance has a rapidly expanding research programme and a unique designated centre for training and development

To date, the organisations have held three high level consensus meetings to improve their common approach to research and quality in pre-hospital care.

The latest meeting set the international research priorities for pre-hospital critical care for the future, the results of which will be published in the Scandinavian Journal of Trauma, Resuscitation and Emergency Medicine in due course.

YORKSHIRE: After being involved with the company since the air ambulance operation was set up the Yorkshire Air Ambulance has turned its back on Staverton based Specialist Aviation [PAS/MAS] and signed a contract with a new support organisation – locally based MultiFlight. Yorkshire Air Ambulance have two MD Explorers, registered G-CEMS and G-SASH based in Leeds and have recently confirmed that following the clearance of loans they now have full ownership of them. Maintenance has always been outsourced to Staverton the main source of UK emergency services MD helicopters since the mid-1990s.

Originally leaked via an on-line forum last month the change has been confirmed as taking place in late August and MultiFlight are seeking to attract MD Explorer engineers to support the new operation – as ever they inevitably have to come from Staverton. In line with the number of MD Explorer's flying the number of UK based MD Explorer support organisations is restricted and the Specialist Aviation Group have the emergency services engineering and spares support pretty much cornered in their favour.

The official YAA line from Abby McClymont advises that "YAA's contract with our current service provider is due for renewal in Autumn 2011. The Charity are currently exploring options for a new contract." [Pprune/media]

Ed: The Staverton based group have cornered the local MD902 supply and maintenance for over a decade now and have occasionally faced a challenge from a potential usurper that has withered on the vine leaving their customers and displaced engineers to pick up the pieces. This time it looks to be a little more sturdy and potentially long standing with some out of country supply lines that might prove robust and potentially cheaper.



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Meanwhile SAS/MAS/PAS owner Joep van den Nieuwenhuyzen continues to attract the headlines in the Netherlands. The new court trial of ex-head of the Rotterdam Drydock Company (RDM), Joep started last month. He is accused of bankruptcy fraud and bribery by the Director of the Rotterdam Port Authority. The case came to light in 2004, when it transpired that the Rotterdam port authority wrongly set up large guarantees to RDM. Van den Nieuwenhuyzen is conducting his own defence. [P&W]

Ed: There are connections between Joep van den Nieuwenhuyzen and the Specialist Aviation Group [including PAS & MAS] based at Staverton UK and supplying services to a number of UK police aviation units. Persistent rumours that there was also a business connection between Joep and Lynn Tilton at MD Helicopters have never been shown to have a credible basis and may be based only on the supply of MD Helicopters.

FIRE

RUSSIA

EMERGENCY SITUATIONS: The Emergency Situations Ministry is now receiving fully certified Beriev Be-200ES amphibians. The final two in the current order are expected to arrive in service by the end of this year.

An additional order for six further aircraft built to meet the standards and requirements of the European Aviation Safety Agency (EASA) is underway. The type has been very much refined compared to the first four aircraft delivered to the Emergency Situations Ministry and the Ministry of Emergency Situations of Azerbaijan. There were changes in layout and a change in flight profile restricting the angle of attack. [PR]

UNITED KINGDOM

AVON: The contract for a short trial operation to prove the concept has been let but details have not been released. The operation is expected to re-run all the trial flights undertaken more than a decade ago in a BK117 by McAlpine Helicopters in Scotland and Sussex.

The BAE airfield at Filton near the centre of Bristol was developing into a preferred site for a range of emergency services aviation in recent months. In addition to the police helicopter of long standing the Great West Air Ambulance was on site and the plans for an Avon & Somerset fire helicopter envisaged it being based there when the trial takes place. Now the site is due for closure the trial plan may be altered.

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INDUSTRY

Bombardier Aerospace have announced the sale of four Bombardier 415 amphibious aircraft to an undisclosed customer. This is the second order from this customer, who has previously ordered one Bombardier 415 aircraft. Based on the current list price, the contract for the four aircraft is valued at approximately \$162M and includes training and initial spares provisioning. Delivery of the aircraft will begin in the second quarter of 2011 and continue through to the first quarter of 2013.

Recent orders for the Bombardier 415 aircraft include those from the Canadian provinces of Newfoundland & Labrador and Manitoba, with four aircraft each.

Since the first Bombardier 415 amphibious aircraft was delivered in 1994, a total of 75 Bombardier 415 and four Bombardier 415 MP aircraft have been delivered to governments and firefighting agencies around the world. In addition, 64 CL-215 amphibious piston aircraft remain in service.

Airborne Technologies GmbH say that their closer ties with Pilatus Aircraft Ltd have led to their proven concepts for surveillance sensor suites being incorporated into a tailor made turnkey solution optimised for the PC-6 Turbo Porter.

The new surveillance kit consists of a camera lift accommodating all types of law enforcement turrets up to 50kg, a spacious sensor operator station and LOS/BLOS downlink capabilities. The Porter equipped with the surveillance suite affords unique opportunities to current helicopter-based operators to access a vastly improved and cost effective platform to carry out missions at very low speed.



2010 proved to be another year of new records for **Pilatus Aircraft Ltd**, with the company generating its highest ever sales revenue and operating income. Pilatus also delivered its 1000th PC-12 mid-year – an event that will go down in the Pilatus history books. 2010 saw Pilatus achieve two new records: the highest sales result yet, and the best operating income of all time.

The past year has been very difficult for the business aviation sector. The economy has not yet recovered fully in the USA, which is the main market for the PC-12 NG. In spite of all, Pilatus delivered seventy-nine PC-12s, and crossed the magical boundary of 1,000 PC-12 deliveries in June 2010.

Two of the very first PC-12 customers bought new PC-12 NGs in 2010. The Royal Flying Doctor Service of Australia took delivery of its 33rd PC-12 during the year under review and the Royal Canadian Mounted Police added three new PC-12s to its fleet.

In announcing its intentions for participation in this years upcoming Airborne Law Enforcement Association (ALEA) 41st annual conference in New Orleans, **Aviation Specialties Unlimited**, (ASU) announced that they will host an afternoon mixer from 4-6 p.m., July 21 at the convention hall, and present the night vision awards. Drinks and light appetisers will be served.

Any flight operation using Night Vision systems is eligible for nominations. Nominations will be accepted until June 17th. Nominations can be filled out online or nomination forms can be downloaded [online](#).

The **US Justice Department** has announced that it has filed a lawsuit alleging that Air Methods Corp. and LifeMed Alaska LLC wilfully violated the Uniformed Services Employment and Reemployment Rights Act of 1994 (USERRA) by discriminating against and failing to reemploy Chief Warrant Officer Third Class Jonathon L. Goodwin of Wasilla, Alaska. The suit was filed in federal district court in Alaska.

Under USERRA, an employer is prohibited from discriminating against service members because of their membership in the military, past military service or future service obligations. In addition, and subject to certain limitations, USERRA requires that service members who leave their civilian jobs to serve in the military be reemployed promptly by their civilian

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employers in the positions they would have held if their employment had not been interrupted by military service or in positions of comparable seniority, pay and status.

Goodwin has been a member of the Army National Guard for almost 20 years, with honorable service as both a fixed-wing and helicopter pilot. The Justice Department's complaint alleges that Goodwin was employed by Air Methods as a helicopter pilot when he was called upon for a nine month period of active duty, including a period of deployment to Iraq. At the end of his deployment, Goodwin sought to be reemployed by Air Methods and assigned to a contract helicopter pilot position with LifeMed Alaska. LifeMed refused to accept Goodwin for the contract position. The complaint alleges that Air Methods furthered LifeMed's discriminatory action by refusing to assign Goodwin to the LifeMed contract and, consequently, failed to offer Goodwin proper reemployment.

Additional information about USERRA can be found on the Justice Department website: www.servicemembers.gov [Helihub]

Enterprise Control Systems Ltd (ECS) have released their new Surveillance Systems company brochure which contains information on a comprehensive selection of the ECS COFDM product range, highlighting examples of their innovative system solutions and applications.

ECS has developed and supplied COFDM encrypted links for more than ten years and now has a customer base which includes police, military and surveillance units across the globe. ECS has a worldwide reputation for the supply and continuous improvement of COFDM microwave links and the supply of equipment is backed up by our commitment to system support and customer advice.

The team at ECS has ground-breaking industry expertise in surveillance and microwave link technologies. These applications are being used to develop innovative system solutions to counter ever increasing security threats. www.enterprisecontrol.co.uk

Last month PAN commented adversely on the lack of substantial evidence relating to the forthcoming composite main rotor blades at the HAI Heli-Expo despite MD's Lynn Tilton saying they would there.

In a matter of weeks **Van Horn Aviation** (VHA) successfully completed a series of ground and flight tests of its composite MD 500 main rotor blades during a four-hour test session at the MD Helicopters Inc. (MDHI) facility in Mesa, Arizona aboard a MD 530F® test aircraft. An April 7, 2011 flight test featured the first commercially-developed composite main rotor blades flown on the MD 500 series helicopter since the aircraft was first developed as the Hughes 369 in 1963. The flight test marks a significant step forward in increasing the capability of a well-respected and productive helicopter. The test session had three distinct parts: track and balance of the VHA blades, hover tests, and low-speed forward flight.

The flight test followed a static pull test performed at VHA's Tempe, Arizona, facility on March 28, which showed the composite blade could withstand static load of more than 47,000 lbs. The static pull test provided confidence in moving forward with the flight test program.

The VHA MD 500 main rotor blade shares the same NASA-designed laminar flow airfoil, shaped tip, and composite structure as VHA's successful 206B/L composite tail rotor blade, which received a Supplemental Type Certificate from the Federal Aviation Administration in September 2009 and has been in production since. One of the features of the VHA 206B/L blade is reduced overall aircraft noise, and the initial flight of the VHA MD 500 blades seem



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to confirm that the new main rotor blades will significantly reduce the overall aircraft noise as well.

Over the next few weeks, VHA personnel will design and build the production tooling required to manufacture conformed blades for FAA certification testing. Flight testing is estimated to resume with conformed blades in third quarter 2011.

Britain's **Longmint Aviation**, a group of 5 operators, appears to be very close to ceasing trading. Longmint includes the following operators:- Sterling Helicopters – at Norwich, Alan Mann Helicopters – at Fair Oaks, Fast Helicopters – at Shoreham and Thruxton, Total Air Management Services – previously at Sheffield operating S330 helicopters on line patrol but now no longer an entity and Skydrift – a fixed wing operator at Norwich.

Alan Mann Helicopters lost its operating licence in July 2010 and did not get it back until February 2011 and most recently Sterling Helicopters lost its operating licence earlier this year and as a consequence and air ambulance and police contracts it serviced ceased.

Becker Avionics' DVCS6100 Digital Audio System was recently selected by San Juan Regional AirCare for integration into their new Bell 429 helicopter. The new aircraft will be delivered by Bell Helicopter to Air Methods Corporation for final completion of the avionics package and EMS interior in early April. The helicopter is scheduled to deliver to AirCare in July 2011. The DVCS6100 was chosen due to 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 customize the system to meet the demanding operational requirements of AirCare. The DVCS6100 manages all transceivers, receivers and audio warning sources in one central system and provides simulcast capabilities on 8 channels.

Special protective clothing for helicopter passengers in transit to and from installations in the U.K. offshore oil industry is considered essential. Such clothing is required to increase the survival chances in the unlikely event of a helicopter ditching. **Survival-One** specializes in the production and servicing of immersion dry suits for various applications including civilian, military and emergency services. The primary function of Immersion suits is to provide the wearer with protection against the effects of cold water immersion, including both 'cold shock' and hypothermia. Of course, you can imagine what it is like to sit on a helicopter on a long flight with a survival suit: You have heat, noise, stress and all the rest of it... Therefore Survival-one designed a new generation of survival suits using Outlast technology to enable offshore workers to benefit from enhanced insulation that regulates the microclimate inside the suit to improve thermal comfort and reduce thermal stress.

Axsys Technologies has developed a new, lower-cost variation of its Cineflex V14 HD camera, making this high-end system more readily available to electronic news gathering and broadcast organizations.

The Cineflex V14Media is equipped with a 5-axis gyro-stabilized gimbal, ensuring stable imagery and precision pointing in the air, at sea and on rough terrain. The system is available with interchangeable long-range and wide angle lenses for enhanced cinematography applications.

For information about purchasing Cineflex V14Media camera systems, contact Babette Foster at 530-575-6940 or bfoster@axsys.com.



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The US Coast Guard has awarded **Lockheed Martin** a five-year indefinite delivery/indefinite quantity training and technical support services contract. The contract, which includes a \$90,000 initial task order, has a \$57 million ceiling value.

Working closely with the Coast Guard, Lockheed Martin will identify and hire specialised instructors in areas such as aviation, operations and engineering; conduct performance analysis and assist with instructor improvement programs; and develop curricula and advanced distributed learning modules.

Training and support services will be provided for up to 12 Coast Guard training sites located in Mobile, Alabama, Alameda and Petaluma, California, New London, Connecticut, Washington, D.C., Camp Lejeune and Elizabeth City, North Carolina, Cape May, New Jersey, Oklahoma City, Oklahoma, Charleston, South Carolina, and both Chesapeake and Yorktown in Virginia. <http://www.lockheedmartin.com>

REMUS 6000 unmanned submarines have now discovered the location of the missing Air France Airbus 330-200 aircraft at 3,900 m depth in Atlantic ocean. The aircraft, **Air France** flight 447, was flying between Rio de Janeiro and Paris nearly two years ago on June 1, 2009. The wreckage was found 600 miles off the Brazilian coast on the floor of the Atlantic ocean at 3,900 m (12,800 ft) below sea level.

Flight 447 went down when flying through a severe thunderstorm. All 228 passengers and crew members died in the crash. The actual cause of the accident has not yet been identified with certainty. Only some pieces of the aircraft were found drifting on the ocean surface while the main parts of the aircraft and the precious flight recorders sunk to the sea floor and have not been located yet despite three search campaigns in the two years following the accident.

The fourth campaign started on March 22 under the supervision of the Woods Hole Oceanographic Institution (WHOI) in Massachusetts on behalf of the the BEA (Bureau d'Enquête et d'Analyse), France's air crash investigation authority.

Three autonomous underwater vehicles (AUVs) were used to search the sea floor for the wreckage. The discovery is a major step to discover the causes of the Air France crash. The BEA announced that phase 5 of the investigation will involve recovering all parts of the aircraft and hopefully the flight recorders although one has already been found without its recording interior intact. [Allied Vision Technologies GmbH/PAR]

The EASA (European Aviation Safety Agency) issued **Airborne Technologies GmbH** the STC (Supplemental Type Certificate) 10034631, certifying the TECNAM Multi Mission Aircraft (MMA) for use as an airborne surveillance platform.

Airborne Technologies selected the TECNAM P2006T twin as ideal potential aerial basis platform for performing sensitive surveillance mission and surveying operations, the engineering team developed a set of modifications to this all metal, high wing aircraft to evolve it into today's TECNAM MMA.

The extensive modifications which are endorsed via the EASA STC include the creation of a large in-floor hatch with electrically operated doors, mission power supply (28 VOLTS, 60 AMPS) via a separate alternator and mission battery, a retractable sensor lift over the floor hatch for discrete sensors deployment, a multi-functional operator environment, a large electronic tray in the systems compartment, pilots assisting screens and a number of hard points for different mission downlink antennas.

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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.

A major milestone in the programme was a delivery at the AERO 2011 Expo in Friedrichshafen, Germany today as Oleg Vasiliev, CEO of Chel Avia accepted delivery of the first production MMA from Airborne Technologies.

Chel Avia operates the MMA in a wide range of missions including support for urban police/homeland security and border patrol operations. Additionally they also deploy their first MMA for non surveillance missions such as geodetic measurement activities. A significant advantage of the MMA over competitors is that all sensor equipment is located within the internal of the aircraft by using the retractable sensor suite developed and certified by Airborne Technologies.

This MMA is equipped with a FLIR/POLYTECH Ultraforce 350 surveillance gimbal camera operated via a sensor operator working environment including three monitor screens (RGB video, infra-red video, moving map) and four control panels (serving the camera, data recorder, downlink system and moving map). For transmitting video, audio and data from the aircraft to a ground station a microwave digital [BMS](#) line-of-sight system is integrated. The exact position of the aircraft and the geo-referenced camera footprint is displayed on a moving map system from Euroavionics.

Eurocopter's 1,000th Dauphin family helicopter was delivered last month to India's Pawan Hans Helicopters Limited, the world's largest civilian operator of this successful twin-engine, medium weight rotary-wing aircraft.

Pawan Hans' milestone helicopter is an AS365N3 version, configured for offshore oil and gas drilling missions, and it brings the Indian operator's fleet to a total of 35 Dauphins.



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L-3 Communications Australia Pty Ltd have been promoting the now more readily available MX-10 sensor turret in the region.

Paul Mathieson Wescam's Director, Business Development for Australasia, Indonesia and Oceania have recently run some flights on a range of smaller helicopters in Police, Fire, EMS and SAR roles and the accompanying photos show a variety of types with the MX-10 unit fitted.

Right top: AS350B3/MX-10 – "Firebird 307" – Microflight Helicopter Services – Victoria, Australia



Right Centre: EC135/MX-10 – Microflight Helicopter Services, Victoria.



EC135/MX-10 "LifeSaver 5" – Westpac Lifesaver Helicopter Rescue Service – Gold Coast, Queensland.



The trials included a range of attachments and flight trials on the AS350, EC120 and EC135

Paul and his team can be contacted in Hawthorn, Victoria via Ph: +61 3 8862 6413, Fax: +61 3 8862 6672 or Mob: +61 4 00070825



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Russian Helicopters, JSC and French **Turbomeca** (Safran group), have signed contracts for the supply of at least 308 Turbomeca Ardiden 3G turbo shaft engines to be installed on the updated Ka-62 helicopter. This announcement follows the 'protocol of intentions' contract signed on 21 February 2010, outlining the development and delivery of the Safran engines for the Russian-built Ka-62 helicopter.

Ardiden engines are designed for 6 to 8 tonnes helicopters which perform a variety of functions and can fully respond to market requirements in this growing niche. The modular design and dual channel FADEC, make the Ardiden 3 highly reliable and easy to use, with the benefit of an exceptionally low fuel consumption. The Ka-62 are to be fitted with a specific variant of the Ardiden 3 family, the Ardiden 3G engine.

Currently Russian Helicopters is expanding its range of light and medium multifunctional twin engine helicopters intended for multiple missions such as transport, EMS, aerial work and surveillance.

The Ka-62 helicopter is a new single-rotor design in the medium class designed to international flight safety requirements. It is built with an enclosed tail rotor and an airframe and propeller blades consisting of over 50% polymeric composite materials. It is designed to transport 12 to 14 passengers in the cabin or a 2.5 tonnes load on the external sling, and is equipped with efficient anti-icing and fire-fighting systems in standard configuration. The Ka-62 is expected to be certified in 2014 and will be used by the oil & gas industry, for search and rescue missions and corporate transportation.

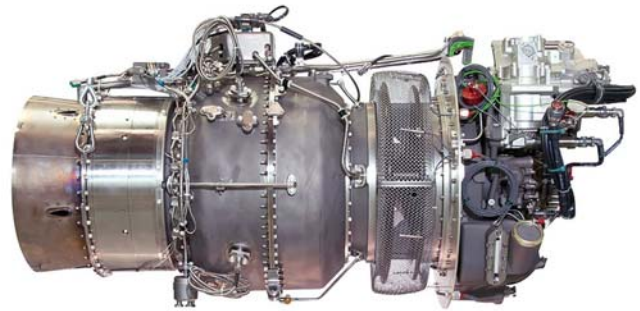
This is not the first joint project between Russian Helicopters and Turbomeca: in 2009 they contracted the development and serial engine production of the Arrius 2G1 to be installed on Ka-226T, the new Russian light twin-engine helicopter with coaxial rotor.

Scott's – Bell 47, Inc. (SB47) have moved into a new facility sized for their expanding team of employees. The 8,000 sq ft facility was upgraded in March/April to accommodate an expanded design, supply chain & quality assurance team and with an eye to their future business development plans.

SB47 has also invested in state of the art 3D design software to support their PMA design process and to prepare for re-tooling and re-design under a Production Certificate should the need develop as planned.

SB47 has hired 5 new Designers, a QA Manager & Office Manager and plans for more in the coming months as their business expands. "We are growing at a sensible but needed rate, and this measured approach will continue over the coming 18 months in support of the business plan." stated Scott Churchill, SB47 President & Owner.

The new SB47 facility at 510 Doppy Lane, Le Sueur, MN 56058, about 30 minutes outside of Minneapolis – St. Paul, Minnesota, is just a few miles from Scott's Helicopter Services at Le Sueur Municipal Airport.



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AIR ACCIDENTS & INCIDENTS

26 March 2011 Beechcraft King Air 200 N490AM. Air ambulance of Mayo Clinic Medical Transport and AirMed International, LLC, Rochester, Minnesota. While in cruise flight during a repositioning leg from Springfield, Missouri to Bozeman Montana, the flight and medical crew noticed an unusual vibration. There were no abnormal engine or flight instrument indications or alerts at the time the vibration was noticed. Within a few moments, the left generator failed which was indicated by the illumination of the associated annunciator light. The flight crew determined the best course of action was to reverse course and land in Casper Wyoming due to its known clear weather and runway length. Air traffic control was notified and the aircraft landed safely under control and without incident. Upon a post-flight visual inspection, the flight crew could not find any exterior damage that might explain the vibration or the source of the generator failure. The generator had experienced bearing failure, causing the Starter/Generator to become out of balance. [Concern]

2 April 2011 Eurocopter EC145 N262MH. Air ambulance of Cleveland Metro Life Flight, Ohio. Operated by Metro Aviation, Inc. Helicopter and crew conducted a hospital transfer mission, landing back at their base (airport) near evening shift change, at which time it was discovered during post flight that the left side hydraulics compartment cowling was not firmly secured and had come open during flight. The helicopter was immediately taken out of service and maintenance called. Mechanics found the lower surfaces of the rotor blades were scratched and one camlock was missing on the cowling. There was no skin damage to the blades, other than the paint, which was touched up. [Concern]

10 April 2011 AgustaWestland A109E Power N91SV. Air ambulance of Life Flight, Toledo, Ohio. The #2 Engine Oil Hot Light illuminated and confirmed with the temperature gauge. The engine was shut down and a run on landing was performed without further incident. [Concern]

13 April 2011 Piper Cheyenne Air ambulance operated as Sierra Lifeflight owned by Sierra Aviation. Flew from Mammoth-Yosemite Airport overnight to Reno-Tahoe International airport but found the ATC asleep on arrival.

16 April 2011 Eurocopter AS350 N. Riverside County Sheriff's Office. Helicopter made a precautionary landing in the area of Fred Waring Drive and Hoover Street in Indio, California [Media]

24 April 2011 Eurocopter AS350 N. Los Angeles Police Department. The helicopter was struck by gunfire that reportedly caused a fuel leak. The helicopter made an emergency landing at Van Nuys Airport. There were no immediate reports of injuries to officers on board the copter, which had been on an early-morning flight in the San Fernando Valley. At least one suspect, a 20-year-old man, has been arrested in the incident, which occurred near Saticoy Street and Densmore Avenue. [Media]



Israel Trade Fair & Convention Center
Tel Aviv

October 31 and November 1 2011

www.isdef.co.il/

PEOPLE

Geoff Turner the creator of Skyquest Aviation has decided to part company with Curtiss Wright; they took over his company last year. He is leaving to pursue other business interests but these have yet to be formulated!

Geoff was the founder of Skyquest Aviation at Fairoaks back in 1996, at the same time that Police Aviation News was first finding its feet. Before Skyquest he was the Marketing Director of Flying Pictures at Fairoaks and moved on to be the Sales Director of FLIR Systems (Europe) before I started Skyquest in 1996 and Marketing Director of Flying Pictures before that.

Another long-term disappearance from near front line UK police aviation activity is former Avon & Somerset Police Superintendent **Brian Allinson** the former creator of the helicopter unit now known as Western Counties. After leaving the police service he was taken on as a consultant in the UK helicopter industry that role saw him shoulder an additional wider world market interest.



After twelve years as a consultant to the former McAlpine Helicopters, latterly Eurocopter UK Ltd at Oxford, UK he was advised last month that his services were no longer required. His time at Oxford saw him attending trade shows and regularly visiting the UK police Aviation units and meetings – primarily the Eurocopter variety but equally those operating MD helicopters. He also spoke on the setting up of basic helicopter support units at Shephard Police Aviation Conferences at the request of the author and travelled to China and elsewhere on behalf of Eurocopter with a similar message.

First involved with UK Police Air Support when at the Police Staff College in 1984, since that time he was at the forefront of setting up the current style of police air support in the UK. He was always a supporter of a form of UK national police air wing, delivered locally by regional air operations units but was clearly and publicly not greatly enamored about the way NPAS was developing and at times his political life in the Bristol region became entangled in the industrial sector.

Ed: it was perhaps inevitable that his strong personal and political opinions on the subject of the survival of UK police aviation as we know it would cut across the path of powerful, self important, people just once too often and it seems likely that he paid the price of ruffling ACPO feathers.

EVENTS

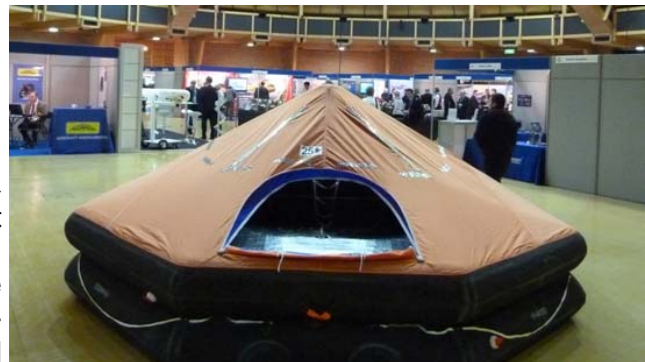
PAST EVENT

The Shephard Group International SAR Conference & Exhibition returned to the south coast of England last month.

On April 13-14 the 14th Shephard SAR event was at the Bournemouth International Centre, Bournemouth, overlooking the cold waters of the English Channel. First held in 1998, Shephard's SAR has developed a global reputation for being the essential gathering for SAR professionals and is held in the UK and USA on alternate years. This year's event was supported by the RNLI, HM Coast Guard, US Coast Guard, and the European Helicopter Association; providing the largest international gathering of SAR experts in Europe.

SAR followed the usual mix of conference papers and exhibition, this year having a programme with a particularly military slant. Unlike previous events PAN was only on-site for the exhibition and flight demonstration this year so this report can only reflect that fact.

The general question of where SAR-H is going was left unanswered, it is too soon after the cancellation and in any case the major players, including CHC were keeping quiet on their hopes and aspirations in this field.



UPCOMING EVENTS

Clarion Events, the UK's largest independent event organiser, have announced that they are to operate a **Counter Terror Expo** in the United States next year. The exhibition will be held at Walter E. Washington Convention Center in Washington, DC on May 22-24, 2012.

Counter Terror Expo US is an extension of the successful London event and will be of a similar format. The event will feature a large number of seminars and workshop sessions, all taking place adjacent to the exposition floor, ensuring attendees have easy access to exhibitors.

The extensive and highly specialised programme of seminars and workshops are intended to offer an in-depth examination of specific counter-terror issues and provide a focused forum for lively debate.

In addition, high-profile national and international speakers will provide a series of strategic keynote addresses throughout the three days of the event. www.counterterrorexp.com

PAvCon BILBAO, 2011.

At the invitation of the Basque Police the third edition of this Police Aviation Conference will be taking place in the city of Bilbao, Spain. So far each of the major sensor manufacturers has declared a strong interest in the event and to support it with a range of sponsorships. Additionally the major airframe manufacturers will be represented in the exhibition hall and conference room.

The die is set and there will now be little change in the programme before a largely new audience of Spanish airborne law enforcers. Beyond the local audience there are delegates, speakers and exhibitors from Australia, France, Germany, Italy, Malta, The Netherlands, South Africa, United Kingdom and United States. Political difficulties in some quarters stopped the list of countries being larger.

The programme will include a range of presentations and capability demonstrations being acted out within the secure grounds of the Basque Police Special Forces and air support compound. The range of subjects encompasses both rotary and fixed wing – large and small. As this is a helicopter only site special arrangements have been made to transport the delegates to the Bilbao International Airport to inspect a range of fixed wing surveillance and law enforcement airframes but the main venue will be hosting a number of fly-in helicopter exhibits from France and Spain to add to the four airframes based at the venue. The largest of these is expected to be the Super Puma recently delivered to the National Police.

A fully illustrated report will be available next month but there is still time to be among the delegates and exhibitors. Simply go to the event website at www.pavcon.org Prices to police and government delegates remain free and costs to industry – both as delegates and exhibitors - remain the best in the marketplace.

The programme expects that there will be visitors from other agencies arriving at the venue.





DIARY

10-12 May 2011 LETA Basic and Advanced Thermographers Seminar. Hosted by: RCMP "D" Division Winnipeg, Manitoba, Canada Contact Person: Sgt Andy Pulo, Training Services +1 (204) 983-7829 www.leta.org

11-12 May 2011 MALTA INTERNATIONAL FINANCIAL CRIME FORUM. The ICC Commercial Crime Services (ICC-CCS) Malta Forum is acknowledged for its practical approach to identifying and tackling the potential pitfalls faced by those using financial instruments within international banking and financial services. Direct benefits for delegates are a greater understanding and application of international financing and financial instruments, money transmittal and communication protocols, as well as international anti-money laundering and counter terrorism financing guidelines and practices.

Forum Cost EUR 900 per delegate to include all documentation, lunches, coffee and tea breaks and the Forum dinner. Discounted rate of Euro 500 for delegates representing organisations located in Malta and regulated by MFSA. To verify eligibility for discount and to obtain a discount code, please contact fib@icc-ccs.org Bookings may be made online via website www.icc-ccs.org. For more information contact Karen O'Neill on +44 207 423 6960, or email fib@icc-ccs.org.

20 - 21 May 2011. Air Ambulance Show in Hradec Kralove, Czech Republic. The Czech police will participate in this annual event held a few km outside Prague.

23-25 May 2011 InfoPol Kortrijk Xpo, Belgium The 9th international trade fair for the equipment of the police, security and surveillance services. infopol@kortrijkxpo.com www.infopol.be Immediately followed at the same venue by

26-27 May 2011 Expo112 The 33rd Emergency Services event covering fire and ambulance. www.xpo112.be

25-28 May 2011 Syria Air Show 2011. Al Haitham Exhibitions & Conferences Organizers in Syria organizing in cooperation with the Ministry of Transport in Syria and the Syrian Civil Aviation Authority the 2nd International Exhibition of Aviation Technology at Damascus International Airport. +963 11 3345355 - 66 - 77 Ext. 20 Fax: 00963 11 3345388 P.O.Box: 31189, Damascus – Syria E-mail: marwa@alhaitham-sy.com Website: www.alhaitham-sy.com

25th-26th May 2011, Aerial Firefighting Washington DC, USA. This is the 7th in the series, and will review the current trends in controlling wildland fires from the air and how this is likely to influence the future make up of the next generation of aerial firefighting assets and funding that will be required.

This Aerial Firefighting event will address the current challenges the US faces in dealing with the increasing problem of combating these fires and debate how we define and execute the correct path in going forward. Tangent Link. All Tangent Link events comprise a 2-day conference with supporting exhibition and networking breaks. <http://www.tangentlink.com/events/> contact the Tangent Link team directly on: +44 1628 660400

27-29 May 2011 AviationExpo Europe, Bitburg Airport, Germany. Last year the event was in the Czech Republic and this the scene is being set in Germany on the borders of the Belgium, France and Luxembourg. Organised by World Aviation Events Ltd., Kingston-upon-Thames, Surrey UK +44 20 8549 3917 alex@avbuyer.com www.expo.aero

