

Police Aviation News

Happy New Year

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Number 189 January 2012

PAR

AW189 FLIES

Eurocopter South East Asia

Editorial Visit & Report

Bangladesh makes plans for air support

NPAS will get operational funding

Suffolk County are shopping for a twin

Bell make first law enforcement 429 delivery

Children's Air Ambulance takes off

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LAW ENFORCEMENT

BANGLADESH

Until now this country has not had a significant direct law enforcement aviation capability but recent reports state that Bangladesh's Rapid Action Battalion is to acquire a pair of new Bell 407 helicopters to provide police air support for the first time in this Asian country. Commander M Sohail of the RAB has confirmed that the police authorities signed a contract with Bell Helicopter Asia in June 2011. The deal, valued at US\$7.37M includes the training of eight personnel by Bell in Singapore.

The Bangladeshi Air Force will be in charge of the operation, maintenance and safety of the new helicopters, which are expected to be delivered in December 2012 after their role fit.

Plans to set up a police aviation unit in the wake of a 1998 tender for two airframes came to nothing, an Interior Ministry operation using an elderly Alouette faded and initial plans for the Rapid Action Battalion failed to come to fruition. A proposal for helicopters was first filed with the government in 2005; the year after the RAB was founded. In the 2007-2008 fiscal years, RAB was allocated a budget for helicopters, but delays due to budget deficits and/or bureaucratic wrangles have delayed the contract until this year. [Helihub/PAR]

COSTA RICA

GOVERNMENT AGENCY: A tender was issued by the US authorities on behalf of Costa Rica late last year. The country is seeking two new Commercial Off The Shelf (COTS) rotary wing aircraft to be delivered this year or next. The specification for the new airframe seeks a multi-role type able to seat six-persons and undertake training, air ambulance law enforcement work.

The helicopter is required to be able to carry at least a single litter, have a rescue hoist and have a minimum service ceiling of 12,500 feet. Optional but desired features include an Electro-Optical/Infrared (EO/IR) sensor, Night Vision Goggle (NVG) compatible interior lighting, search light, initial routine maintenance spares with no major end items and pilot training/air crew certification.

Front Cover: Late last month AgustaWestland announced the first flight of the AW189 helicopter I-RAIH at the company's Cascina Costa di Samarate (Varese – Italy) base.

The company continues to take orders for the type. Last month they announced that Bel Air of Denmark has signed a contract for two or them for use in the offshore oil and gas industry in the North Sea.

The AW189 was launched in response to the growing market demand for a versatile, affordable, multi-role helicopter in the 8-tonne class and has rapidly found success for long range missions, especially in the offshore oil and gas market. Entering service in early 2014, the twin engine AW189 helicopter is optimised for long range offshore transport and SAR missions. The spacious cabin is configured with 16 seats as standard with the option for a high density 18 seat layout or an ultra long range 12 seats configuration.



ITALY

CARABINIERI: The Italian Carabinieri have transferred air operations from using a fleet of Agusta built AB206 JetRanger's, to variants of Agusta A109 and more recently the AgustaWestland AW109N Nexus. Twenty of the surplus AB206 used by the Italian law enforcement agency have been sold to the Argentine Army, where they will be allocated to the 602 Commando Company and based at Campo de Mayo military airport. Each aircraft will be armed with a machine gun and rocket launchers and complement the current equipment – examples of the Bell UH-1H Huey. It is reported that other helicopters in service in Argentina, Agusta A109As, are withdrawn from use.

The agreement between the two countries apparently sees no monies changing hands. Argentina is "paying" for these twenty helicopters by handing over their three Alenia G-222 transport aircraft, which had been withdrawn from use, there is a steady market for used examples of the 222 globally. [Helihub]

UNITED KINGDOM

NATIONAL: In early December a Provisional Police Funding Announcement that appears in Hansard is was stated that the Government is.... *'to amend the capital allocations for police authorities in order to support the establishment of the National Police Air Service [and will] consider carefully any representations on this matter before taking [a] decision in ... February 2012. This change would mean that the proportion of police capital that goes to the NPAS would be increased to £10.8M in 2012-13—£6 million more than suggested this time last year.'*

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Interviews of the candidates for the post of for the post of Flight Operations Director were to have taken place last month. An announcement on the successful candidate may appear this month.

It seems that the people in charge of 2012 Olympics have made a few errors of judgement as far as the security requirements are concerned. No one seems to be blaming the police – all the finger pointing is towards '2012 officials' – but it is clear that there are not going to be enough police available and the military is being called in to assist.

Of course the military were always going to be in on the act, after all the police do not have fighter interceptors capable of shooting down anything, but it does seem that someone somewhere has woken up from a nightmare recently and realised that the assigned resources are too slim.

A month ago it was the USA wringing its hands... and raising repeated concerns about security at the London Olympics and preparing to send up to 1,000 of its agents, including 500 from the FBI.

Early in December someone else seems to have realised that the project was flawed and now we have the cost of security for the Olympics and Paralympics reportedly doubling to £553M.

The latest is that in order to fill a perceived hole in the plans the military is to deploy some 13,500 personnel to help protect next summer's Olympics. The troops would be on duty in London and other cities hosting Olympic events. It follows concern that plans to use 10,000 security guards and about 12,000 police officers would not be sufficient to guard against security threats.

The newspapers have thoroughly enjoyed themselves speculating what the military resources might add up to – and of course the SAS are in the media plot along with *HMS Ocean* the last working 'flat top' [aircraft carrier] although there are no fighters for *Ocean*, those were recently sold for a song to the US Marines as spares. In among the speculation are the long standing hyped up newshound scenarios that include helicopter born snipers and missiles but who knows what the final set up will be in six months time. The UK may have given up its helicopters and snipers to the highest bidder by then.

And before we feel too sorry for these planning people it must be pointed out that large numbers of them went on government sponsored trips to each of the recent Olympic venues to oversee how they had undertaken their security. Some of that money was undoubtedly wasted on people who probably retired to their flower gardens months ago to avoid a public enquiry without getting the plan right before they left.

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CLEVELAND: With the police force there already in some turmoil after a criminal enquiry into senior figures and the resignation of the previous Chairman of the Police Authority on December 14 it was reported that the latest Police Authority Chairman has resigned after a meeting about a "conflict of interests." [BBC]

NORTHERN IRELAND: The PSNI has revealed plans to build a helipad at Enniskillen police station. The police currently use three helicopters and a fixed wing in Northern Ireland - all based at Aldergrove.

They already have two other remote landing pads in operation - at Mahon Road in Portadown and Maydown, near Londonderry and having a helipad in County Fermanagh will significantly improve operational flexibility in adding to the number of refuelling locations.

The process needs to go through community meetings with elected representatives, the District Policing Partnership and community groups before a formal application is made for the helipad. [BBC]

UNITED STATES

FEDERAL: More people have died in crashes on government aircraft, which are exempt from most US safety regulations, than on commercial airliners over the past five years. This is the first time that has happened over a similar timescale.

Excluding losses in war zones, accidents since 2007 have killed 52 people, including a team battling a forest fire, wildlife and forestry workers and citizens that law-enforcement agencies were trying to rescue, according to data compiled by Bloomberg. Fifty people have died on scheduled passenger flights in the same period.

Government aircraft fly about one-tenth as many hours as each year as commercial airliners, though their relative risk is elevated by the hazardous missions they sometimes undertake. Government aircraft operated an estimated 1.75 million hours in 2009, according to FAA data.

Government agencies impose their own safety rules and undertake self inspection and this allows standards to vary.

The situation has arisen not through bad flying as such it is mainly that commercial aviation fatalities have fallen more than 80% in the last two decades where the government flight fatalities have stayed roughly the same. They have average 11 a year in the past decade.

The FAA is prohibited from performing inspections and checks to ensure that flights operated by government agencies are safe even though some agencies would welcome the oversight. [Bloomberg]



By March 1, the National Guard will reduce its presence along the South West Border from about 1,200 troops to about 300. Throughout 2012 the National Guard will switch its tactics to support US Customs and Border Protection (CBP) with more air support rather than with foot soldiers. The additional air assets deployed will include role equipped Bell OH-58 Kiowa and Eurocopter UH-72 Lakota helicopters and RC-26 Metroliner airplanes capable of surveying an area with a radius of 12 nautical miles along the border.

CBP recently trained another 1,000 Border Patrol agents and these will progressively replace the National Guardsmen. The capacity within the additional air assets will enable Border Patrol agents to be transferred from location to location far quicker and easier than at present.

US Border Patrol states that the current staff levels are 21,450 agents. Because the National Guardsmen deployed in support of border security during late summer 2010 had less authority than fully trained agents the people on the ground should be of a higher capability; National Guard troops had no authority to detain or arrest illegal immigrants themselves.

ALASKA: The State Troopers are seeking funding for a new larger and more capable helicopter for their Fairbanks-based operations. Too often, they say, their Robinson R44 helicopters – usually configured with two seats for backcountry wildlife patrols are not capable of the SAR mission. The mainly fixed wing fleet of around forty aircraft includes a handful of helicopters.

The need isn't new. In 1982, the department added a Bell Jet Ranger to its fleet for these very reasons but lost it to a 1995 fire. A used model was bought to replace it, but that one was retired in 2002 due to air-frame fatigue and has not been replaced. If more capable State Police helicopters cannot be brought in because of the weather conditions they have to use helicopters from private industry to aid in searches. The nearest turbine powered state machine is in Anchorage, South-Central Alaska, but 'Helo 1' is often unable to respond due to "icing conditions." Most recently Egli Air Haul, based in King Salmon, had a Jet Ranger available, which troopers chartered.

Governor Sean Parnell has reportedly included funding of \$3M for a new AS350 in his proposed 2013 budget. [Alaska Dispatch]

CALIFORNIA: The City of Lancaster, CA approved a resolution last month for the purchase of Cessna 172 aircraft equipped with infrared imaging, video camera and microwave downlink system. Instead of being deployed only in response to specific incidents or needs, the plane will be dispatched for general-purpose surveillance, starting in May 2012.

When a 911 call comes in, the location of a suspected crime will be relayed to the aircraft, which will then fly to the scene and begin recording. The project, dubbed the Law Enforcement Aerial Platform System, or LEAPS, will cost \$1.3 million to launch and, thereafter, cost the city about \$90,000 a month to maintain and operate.

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Soloy Aviation Solutions has completed outfitting the first of two of California Highway Patrol's Cessna 206 aircraft with Soloy's complete tactical officer station and delivered it to the CHP.

Utilising the C-206's high wing location, Soloy's STC wing mounted hardpoint is readily adaptable for the forward looking infrared (FLIR) cameras. The wing mount location is an ideal location for surveillance and patrol and allows for a 360° view.

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The package includes a rear observer's station with a large observation window and a 270° articulating observer's seat. The headliner is modified for increased room and four point harnesses are installed for the flight crew's safety.

NEW JERSEY STATE: As New Jersey State Police take delivery of their new fleet of

AW139s, their retiring fleet of S76Bs are up for auction. They have chosen to sell all five S76Bs as one lot. All are EMS configured with dual litter capability, four attendant/cabin seats, suction system, LOX, shore power, plug-type sliding cabin doors, and sealed blood-dam type flooring. The five have an average of 8,400 airframe hours each.

The package includes spares and tooling, and

each aircraft comes with a set of standard utility seating for each helicopter: two aft facing and three forward facing seats.

Three of the aircraft will be available as the auction closes on 15th December, with the remaining two "no later than 31st March 2012".

Five used Sikorsky S76B helicopters equipped with Pratt & Whitney PT6B-36A engines, currently maintained and operated by New Jersey State Police, Aviation Unit. All are EMS configured with two (2) patient capability, four attendant/cabin seats, suction system, LOX, shore power, plug-type sliding cabin doors, and sealed blood-dam type flooring. Each has six person capacity (pilot + co-pilot + 4 passengers/patients) and offers a cruising range of approximately 350 miles. Painted DuPont Imron white, blue and yellow, the State Police Decals and registration numbers will be removed by State Police prior to delivery. All maintenance is current and log books and maintenance records will be included with each aircraft. Three units will be available for delivery at close of auction:

760331 – N12NJ 760345 – N20NJ 760346 – N13NJ

• The final two units will be available for delivery no later than March 31, 2012:

760391 – N8NJ 760409 – N14NJ



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NEW YORK: Onondaga County Sheriff Kevin Walsh continues to fight to keep the county's police helicopter Air-1, even as the county Legislature tried to vote to sell it at public auction.

Walsh said he was confident that he could raise an estimated \$595,000 to pay for Air-1's operations next year. Legislators have stripped all funding for the helicopter's operation from the 2012 county budget.

The sheriff admits that it will be difficult to raise that kind of money in the first year after county money disappeared. Legislators argue that the service is a luxury that cannot be afforded any longer.

The efforts to sell the helicopter have set back efforts to raise money to save it but Walsh outlined several efforts to pay for the helicopter including a nonprofit fundraising foundation that has raised about \$20,000 so far, a flier soliciting donations, a request for a \$100,000 grant from the Drug Enforcement Administration, negotiations with private sponsors and discussions with surrounding counties for funding, with \$5,000 coming from Cayuga and \$10,000 from Oswego counties so far. Work is also underway to secure a commercial license by the start of 2012 that would allow the helicopter to bill insurance companies for medical flights. The helicopter transported 24 medical patients in 2009, 17 coming from outside Onondaga County.

The plan to sell off the helicopter failed last month in the Ways and Means Committee. It was defeated 2-1, with six legislators abstaining but the tussle continues.

NEW YORK: Suffolk County Police on Long Island are seeking a new helicopter. Last month the Suffolk County legislature approved \$7.5M for a new helicopter for rescues on the east end of the island. The expenditure is being criticized by some given the county's financial problems, but supporters say the money was already in the budget. [FIOS, Long Island]

Ed: Suffolk currently operates a Eurocopter EC145 twin-engine helicopter with three single engine Eurocopter AS350B2 as back up. Ten years ago the operator tried to put its Police/HEMS service into twin-engine operation, replacing a single BK117 with two MD902 helicopters that turned out to be a disaster for them. They were sold off but the county could not afford two replacements and as a result it has managed on one twin and the singles ever since. The price, \$7.5M, would suggest that they are after another EC145 for fleet commonality but the process will have to include an open competition.

PENNSYLVANIA STATE: The Pennsylvania State Police Aviation Unit will close its base at the Williamsport Regional Airport on January 31, 2012, and is moving its aircraft to other locations. The closure is an attempt to maximize state police resources.

Other units are based in Reading, Hazleton, Harrisburg, Latrobe, Franklin and Altoona. The Williamsport facility houses two aircraft: a fixed-wing airplane, which will be moved to the Harrisburg unit, and a helicopter, which will be moved to the Hazleton unit. The troopers who are assigned to the unit will be given a choice as to where they want to go after closure. No jobs will be lost.

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Each unit has its own patrol zone, which includes a number of counties within its zone, but no unit aircraft is restricted to one particular area and all aircraft fly routine patrols across the state. "The resources are still going to be there, just in different areas," police spokesman Maria Finn said. The Aviation Unit provides aerial support to all federal, state and local law enforcement agencies and also assists in non-emergency situations, including major civic and sporting events. Pilots log thousands of hours of flight time each year on missions such as search and rescues, vehicle pursuits, criminal surveillance, marijuana eradication, crime and traffic scene photography and transports. [ALEA]



VIRGINIA: Fairfax County, currently an operator of the Bell 407 is to take delivery of two Bell 429 helicopters. Fairfax County in Northern Virginia west of Washington DC already operates craft equipped with a high specification the L3 Wescam MX-15 and Trakka search-light and this advanced combination is to carry over to the new fleet except that the sensor will be the L3 Wescam MX-10.

Bell delivered the first Bell 429 with a multi-mission configuration to Fairfax County late last year, the next is expected to deliver in the second quarter of 2012. As Bell will have one of the two aircraft on its booth at the HAI Heli-Expo in February it may be presumed that it will be the second machine prior to delivery.

The multi-mission configuration was completed at Paradigm Aerospace Corporation, a Bell Helicopter Customer Service Facility, located in Mount Pleasant, Pennsylvania.

"The Bell 429 has exactly what we were looking for when we searched the market for a true multi-mission helicopter. Its spacious cabin allowed us to be creative in our design," said Paul Schaaf, Chief Pilot for the Fairfax County Police Department.



Bell 429 for Fairfax—medical interior fit and one of the existing Bell 407's with its advanced role fit

AIR AMBULANCE

AUSTRALIA

RFDS QUEENSLAND: Emergency care flights by the Royal Flying Doctor Service in Bundaberg are set to be significantly reduced.

The Bundaberg service is set to move from a seven-day, around-the-clock service to 12-hour shifts five days a week, after a new contract for inter-hospital transfers with Queensland Health is signed.

The Bundaberg *NewsMail* obtained a copy of an email detailing the changes, which was sent to staff at the Bundaberg base by RFDS chief executive Nino Di Marco.

"The new contract will provide a level of long-term certainty for the RFDS that will enable us to plan effectively and thus make efficient and effective use of our resources," the email reads.

The change also means an additional 12-hour, seven-day-a-week shift will be worked from the Brisbane RFDS base, which also requires an aircraft. [Brisbane Times]

AZERBAIJAN

Azerbaijan has acquired a fleet of blue and yellow Eurocopter EC135 helicopters for use as air ambulances.

President Ilham Aliyev has already inspected one of the EC135s during a visit to view reconstruction work at the Heydar Aliyev International Airport. The number of helicopters expected to join the fleet has not been reported. [EC]

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CANADA

REGINA: Regina is one step closer to having helicopter air ambulance service with the STARS air ambulance service at the Regina International Airport being unveiled last month. An existing hangar, purchased in October from Redhead Equipment Ltd, will be converted to a space for two helicopters, aircraft engineering equipment and maintenance activity, medical and aviation crew training and staging areas. It's expected the air ambulance service will be available by spring.

Later this year a second base will be created in Saskatoon to service the centre part of the province and to the north up to La Ronge. The third step is to get a new generation aircraft in Saskatoon.

The basic fee for air ambulance service would be \$350 and ground ambulance service is between \$250-\$325 each way either sending or receiving. Ambulance service is not an insured service in the province, the authorities subsidise the cost of ambulance service through global funding to health regions and funding to Saskatchewan Air Ambulance.

ORNGE: It has not been a good time for Canada's main HEMS supplier, on one hand there have been harsh words spoken about the high remuneration being given to senior figures and on another some of the air operations are not working as efficiently as most might expect.

There is pressure for ORNGE air ambulance service to open its books to provincial investigators in the wake of allegations that ORNGE executives have been playing down concerns about the high end salaries paid by the them. At one point the operator was refusing to disclose the secret figures and then confusingly it was saying they were not secret and never had been. Eventually the president of ORNGE stepped down, apparently over the calls from politicians.

Operationally it seemed that there was insufficient money to hire paramedics for all three of its aircraft based in Thunder Bay as insiders were letting it be known that the base could not respond to some urgent calls, because its helicopters often sit idle. Although it is the same across the industry much was being made of helicopter pilots supposedly spending a lot of time on the ground at the Thunder Bay base, where there are only two paramedic crews for three aircraft.

The Thunder Bay air ambulance fleet used to consist of one helicopter and one fixed wing but now they have added a second fixed wing because, officially the need for it is greater. Sources suggest that staff feel differently about the relative workloads and that the helicopter is the true emergency craft. [Media]



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IRELAND

AIR AMBULANCE IRELAND: Air Ambulance Ireland (AAI) has formally submitted a proposal to the Minister for Health, Dr. James Reilly to provide a community-funded rapid response helicopter emergency medical service (HEMS) in Ireland. The move follows a number of meetings with officials in the health departments.

Air Ambulance Ireland plans to launch the air ambulance service on St. Brigid's Day, February 1, 2012, subject to ministerial approval, using pilots and helicopters provided by Bond Air Services Ireland and HSE paramedics. The helicopter will be based where it will best integrate with the existing HSE National Ambulance Service network.

Further information is available on the AAI's website www.airambulanceireland.net, to date fund raising initiatives have included a textile, clothing and mobile phone re-cycling scheme, the use of fund raising boxes over a steadily widening area, an air ambulance lottery, plus local and national events.

ROMANIA

MINISTRY OF HEALTH: Last month in Bucharest Eurocopter Romania delivered an EC135 helicopter to Romania's Ministry of Health.



This is the first delivery to meet a contract that was awarded to Eurocopter Romania last august. The framework contract foresees the purchase of up to six helicopters by the Ministry of Health as part of a wide-scale programme launched by the government to develop its medical evacuation capabilities, which includes plans to enlarge its existing fleet.

Ministry of Health already owns two EC135 operated by the General Aviation Inspectorate of the Ministry of Administration and Interior (MAI). [EC]

Ed: SMURD is the Romanian acronym for "Serviciul Mobil de Urgență, Reanimare și Descarcerare", that means Mobile Emergency Service for Resuscitation and Extrication



UNITED KINGDOM

CHILDREN'S: The operators of the Warwickshire & Northamptonshire and the Derbyshire, Leicestershire & Rutland, the Air Ambulance Service [AAS] have taken over the troubled Children's Air Ambulance [CAA].

The CAA charity has been criticised by the Charity Commission for misleading potential donors by implying that it ran an air ambulance service when it did not.

The takeover means that AAS will launch a national helicopter transfer service for seriously ill children this year under the CAA name.

The CAA had an income of just £609,000 in 2010, an amount insufficient to operate any aircraft and barely enough to run the fundraising operation in Torbay, Devon. It will continue to operate under its existing name as part of the larger organisation but the original logo has gone and it has been replaced by a simpler more modern one that clearly reflects the aircraft used by the AAS operations. There will be no redundancies among its three staff, who will receive new job titles.

Nicola Howkins, former chief executive of the Children's Air Ambulance, said: "We are delighted to be joining forces and taking this wonderful opportunity to achieve our long-held operational goals."

This development means that the AAS air ambulance operations will [under the guise of the Children's AA] be able to raise funds in any part of the UK.

Already advertising has appeared for three £30,000pa Fundraising Manager's in Bristol, Oxford and Birmingham areas way outside the existing AAS fundraising areas. The closing date for applications for the three posts was last month and interviews are scheduled for January 5-6, 2012

Ed: The Air Ambulance Association [AAA] have been critical of the CAA and similar organisations but most public comments have come from individual air ambulance operations which does not tend to enhance the status of the AAA as a representative body. There is a perception that the CAA was wasting funds and going nowhere fast undertaking a role that all the existing air ambulances were capable of undertaking; as a national organisation the CAA has been pulling money from all of their fund raising areas and the was a worry that if it were to grow the drain on funds would get worse. The £609,000pa was perhaps a pinprick of a problem nationally but the expanded service clearly represents a fundraising threat.

As highlighted last month the AAS operations lie outside of the AAA sphere of influence. There is a dismissal of the grouping as simply 'failing to pay their subs' but that only fails to face up to the very apparent disinterest of the AAS in the air ambulance charities umbrella organisation. On the face of it the organisation that already operates the two AW109 helicopters in the air ambulance role can now fund-raise nationally – creaming off money from all of the charities using the very emotive 'Children's' message to support a slight increase in existing operations. The fear they always had.



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There may be a link between this development and Paul Forster who created the CAA. He has long been involved in Air Ambulance operations with both Cabair initially and then Sloane where he operated the Thames Valley Air Ambulance for a few months before establishing the Warwickshire and Northamptonshire Air ambulance at Coventry. Although there are no clear connections his business Amber Aviation was based close to the air ambulance at Coventry airport.

A week before Christmas PAN asked the current Chairman of the AAA, Anthony Marsh, CEO of West Midlands Ambulance Service for an official comment on the development. To date no answer has been received.

EAST ANGLIA: Accountancy firm PKF, appointed as liquidators to Sterling Helicopters, have announced that they have disposed of Hangar 14 – the main hangar used by the now-defunct operator. Partner Matt Howard announced that Bond Air Services has bought the leasehold of hangar 14, which is next to the current air ambulance operation that they operate.

PKF are now aiming to deal with the tenancy of Hangar 13, the smaller of Sterling's two buildings at Norwich Airport. Sterling went into compulsory liquidation in July after two creditors took the company to the courts, which in turn led to 19 job losses.

The liquidators report that they have now sold "nearly all" of the stock, with only two more helicopters remaining. Other helicopters were repossessed by finance companies, and the complication of one of the BK117s having an engine owned by a third party has also been resolved.

Sterling was founded in 1989 by Gerry Hermer, and sold in 2005 to Longmint Group, a property services company which moved into aviation around that time with the purchase of a group of helicopter operators and two airfields. [Helihub]

As recounted above the Children's Air Ambulance is seeking fundraisers, and the rate of pay offered is said to be in the region of £30,000 each. The longer established East Anglia Air Ambulance is offering a better paid position to its prospective new head fundraiser. In this instance the salary is put at £60,000 plus a company car.

The new person will be expected to fund an operation currently costing £4.5m. through public charitable donations. The closing date for applications is January 13th. [source Civil Society]

ESSEX & HERTFORDSHIRE: Since its launch in November 2008 the Hertfordshire Helicopter Emergency Medical Service (HEMS) based at North Weald Airfield in Essex has flown over 900 life-saving missions.

The landmark call-out was on December 13 to a road traffic collision involving three vehicles on the QE2 Bridge over the River Thames in Thurrock. The aircraft was already airborne when the request came through as the HEMS Team were on route to Flemstead, near Harpenden to an incident involving a motorcyclist trapped under a lorry. Luckily, the motorcyclist was uninjured and the helicopter was stood down. Once tasked to the QE2 Bridge, the Herts Air Ambulance was only a 10 minute flight away.

Herts Air Ambulance is part of the Essex & Herts Air Ambulance Trust, a Charity responsible for operating two Air Ambulances and providing free life-saving Helicopter Emergency Medical Services (HEMS) for Hertfordshire, Essex and surrounding areas. The people of Essex and Herts benefit from two helicopters as the Herts aircraft will fly into Essex and the Essex aircraft would, of course, respond to those in need of advanced pre-hospital care in Hertfordshire. The Herts Air Ambulance is operational 5 days per week and attends on average 1-2 incidents per day.





LONDON: On December 6 last the London air ambulance undertook a trial landing on its new helipad at the Royal London Hospital, Whitechapel.

Following a period of training on December 15 the day-to-day operations transferred to the new higher eyrie a short distance away from the original.

Operations started at 8.05am when the MD902 Explorer G-EHMS landed on the 284ft high helipad - one of the highest in Europe and is almost the same height as Big Ben. As well as amazing views over London it hosts state-of-the-art facilities for the crew.

The 28m² rooftop helipad with an 80m walkway has flood and perimeter lighting, has a fire fighting system including fire-fighting and drainage-piping as well as an oil separator. The helipad is situated on top of the 17th floor of the new building. A super-fast elevator enables the patient to be transferred in just two minutes from the rooftop to the Emergency Department on the ground floor.

The service started operating from the top of The Royal London Hospital in 1989 when there was a great deal of competition from hospitals in London to have London's Air Ambulance based at their hospital. The Royal London Hospital was successful in its bid as it was the only multi disciplinary hospital with a site where it would be safe to build a roof top helipad. Although there are now four trauma hospitals in London, it is currently the only one with a roof top helipad.



The new helipad (310'AGL) is atop the brand new Royal London Hospital, the old helipad (120'AGL) has been sold and will be removed very soon. The old hospital building is to be a dental hospital.



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YORKSHIRE: The Yorkshire Air Ambulance (YAA) is moving its only satellite base to an RAF station after a planning row meant it had to stop using a grass airstrip at Bagby.

The emergency medical service charity will operate a helicopter from RAF Topcliffe, currently the Royal Artillery's Alanbrooke Barracks, following complaints from Bagby and Thirkleby residents about noise levels at Bagby Airfield.

It is understood YAA will continue to use the airstrip at Bagby until operational office facilities, a hangar to house and maintain the air ambulance and accommodation for its crew are completed at Topcliffe. Fuelling of the helicopter will have to take place at Dishforth and Bagby until new facilities are put in place. [Northern Echo]

YAA have launched an official iPhone App to enable supporters to keep even more up to date with the latest news and activity from the life-saving Charity.

The brand-new App, which is now available to download via the iTunes App store for £1.99, enables supporters to track HM98 & HM99 across the region from week to week amongst other special features. Nothing like this App has been done by any other Air Ambulance Charity in the UK. [YAA]

UNITED STATES

ALABAMA: The newest addition to the LifeSaver helicopter fleet in Etowah County has been damaged before being put into service for operation. Two long scratches on the airframe appear to have been covered with a blue marker.

The Bell 407 helicopter was damaged while in a hangar at Northeast Alabama Regional Airport in Gadsden, and the incident was caught on video surveillance.

Four people were seen on the video in the hangar, around a plane that one of them owns. The owner of the plane moved it very close to the helicopter and it struck the helicopter. They tried to move the plane a second time and it struck the helicopter again.

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The people were seen jumping all over the helicopter, opening doors, and at one point rammed the helicopter rotor into the wall of the hangar. Someone got into the cockpit of the helicopter and appeared to write on the helicopter, in what appeared to be an attempt to cover the scratch.

The scratch appears to be "relatively" minor; maintenance staff inspected the helicopter and cleared it for flight.

MONTANA: A new air ambulance service is expected to commence on January 1, 2012. Summit Air Ambulance will base its emergency helicopter out of Belgrade and cover areas including St Helena providing services to and from local hospitals as well as provide emergency services to law enforcement and emergency services.

FIRE

VIETNAM

HANOI: Following a major fire in a 33-storey tower block in Hanoi the authorities have been in urgent talks relating to the possibility of enhancing their fire attack capabilities using helicopters. It soon became clear at the meetings that the hoped for instant answer to the problem was not available.

In Vietnam, only two agencies offer helicopter services – the Southern and Northern Region Flight Service Corporation and the Ministry of Defence but neither is experienced in fire fighting. The research into the problem continues.



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SEARCH AND RESCUE

IRELAND

COAST GUARD: Sikorsky Aircraft has completed production of an S-92® helicopter for operation by CHC Helicopter on behalf of the Irish Coast Guard. Equipped for dedicated search and rescue (SAR) operations, the helicopter will provide coverage for deep Atlantic Ocean missions, service Ireland's offshore islands, and provide rescue cover from Cork to Galway on the country's west coast. Based at Shannon, the new aircraft will replace the current Coast Guard SAR helicopter, a Sikorsky S-61™ helicopter, which has given 20 years of unbroken service.

Specified by the Irish Coast Guard, the S-92 helicopter is the first to be purchased by CHC for SAR operations in Ireland. CHC will utilize four additional S-92 SAR aircraft which will become operational out of Sligo, Waterford and Dublin airports over time.

CHC currently provides 24/7 search and rescue helicopter service for the Irish Coast Guard using six S-61 SAR helicopters based at Dublin, Shannon, Waterford and Sligo.

The aircraft accepted today is the 33rd S-92 helicopter CHC has purchased from Sikorsky Aircraft since 2004, and the fifth dedicated SAR aircraft. CHC also operates four S-92 SAR aircraft in Scotland under contract to Britain's Maritime and Coastguard Agency and the specification is similar. [Sikorsky]



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The Helicopter Rescue and Response Association (HRRA) is in the pre-planning phases for the upcoming 2012 Helicopter Rescue Summit. The summit will take place 11 February 2012, in conjunction with the Helicopter Association International's HELI EXPO 2012, in Dallas, Texas.

The 2012 Helicopter Rescue Summit will be for current members of the HRRA and will be limited to approximately 100 attendees. Non-members who would like to attend the summit can visit the HRRA website at www.HeliRescueAssociation.org for membership information. We ask that individuals who are planning to attend the 2012 Helicopter Rescue Summit please RSVP.

UNITED KINGDOM

The UK Government threw some light on the future of UK SAR in a UK Parliamentary written reply on Search and Rescue Helicopters last year.

Following the cancellation of the SAR-H Private Finance Initiative in February, the Department for Transport has published a notice in the Official Journal of the European Union to commence procurement for a new UK wide service contract.

The new contract will provide a search and rescue capability operated by civilian crews, enabling the Armed Forces to focus activity on their front line operations.

Building on nearly 30 years of civilian service provided under contract to the Maritime and Coastguard Agency (MCA), a fully civilian service that will be able to maintain the same standards in the future will be let one year from now in January 2013. The contract will be for 10-years and is expected to be operational in sufficient time to allow the Ministry of Defence to meet its previously announced intention to withdraw from service and retire its fleet of Sea King helicopters by March 2016.

Bidders for the future service will be able to put forward options which will utilise a mixed fleet of modern helicopters based on the capabilities required at each of the bases (such as range, carrying capacity and endurance). The services will be capable of delivery by different contractors providing complementary services. This should lead to major improvements in the capability available from the present mix of helicopters.

SAR operations will cease at RAF Boulmer in 2015 and at MCA Portland when the interim arrangements that were announced in July expire.

INDUSTRY

New Russian medical evacuation, rescue, and fire fighting rotorcraft are expected to take part in ensuring and enforcing security at the Winter Olympics in Russian seaside resort Sochi in 2014.

In November last year the Russian EMERCOM completed research training for the 2014 Olympics in Sochi.

An experimental prototype of the new light multi-role Ka-226T took part in the training. It was developed by Kamov design bureau, a subsidiary of **Russian Helicopters**. The prototype was employed in flyover monitoring in training areas near River Mzymta and Mamay tunnel for the first time. The absence of a tail rotor on the Ka-226T makes this model extremely apt and safe for evacuation, especially of people on stretchers who cannot get on the helicopter themselves.

Other rotorcraft of Russian make took part in training apart from the Ka-226T; the new EMERCOM Ka-32A11BC SAR configured helicopter also carried out an evacuation exercise at the site. [RH]



AgustaWestland has announced that it has finalised the transaction with Bell Helicopter Textron for the acquisition of the 609 tilt rotor programme. All legal and regulatory approvals have now been successfully completed.

The development of the AW609 tilt rotor programme is now moving forward under full AgustaWestland control with civil certification expected in late 2015, early 2016 and deliveries following immediately afterwards. Additionally AgustaWestland has plans to introduce a new generation satellite based navigation system and mission avionics to enable all weather operations and increase the aircraft's operational capabilities. A new state-of-the-art avionics architecture will provide the pilot with increased situational awareness and a reduced workload.

The first two prototypes have achieved more than 600 flight hours so far and have validated the AW609's unique flight envelope including the ability to fly at altitudes of up to 25,000 feet and cruise at speeds up to 275 knots, all at the aircraft's maximum weight. The test programme continues to check all the points of the flight envelope, 85% of which has been completed, as required by both the FAA and EASA. Two further aircraft will join the test programme to complete the certification programme.

The third prototype, now being manufactured in Italy, will be devoted to icing certification testing while the fourth prototype will be used for the development and integration of new avionics and mission avionics. Additionally, STOL (short takeoff and landing) procedures will be investigated in order to permit operations at increased maximum gross weights to further enhance the AW609's operational capability for specific applications.

Bell Agusta Aerospace Company (BAAC) will be renamed and will remain a US company being the new type certificate applicant to the FAA. The new company will be totally owned by AgustaWestland. The AW609 programme is to be managed by a single Integrated Development Team, based in Cascina Costa, Italy. AgustaWestland will also open a new operational base in Arlington, Texas, to manage US based tilt rotor operations. [AW]

Eurocopter in Chile has celebrated its tenth anniversary, an event which was attended by over 300 guests. During these ten years this subsidiary has enjoyed exponential growth, with a two-fold increase in the number of Eurocopter helicopters in the region.

Created in 2001, the Eurocopter Group's southernmost subsidiary started out with ten employees; it has since grown to 100. In addition to helicopter sale and customisation, the company also handles spare parts distribution, fleet maintenance and training courses for pilots and technicians through its training centre, which has provided over 200 courses to date. [EC]

Honeywell announced today a new technology solution -- Safe Triage Pro -- to help emergency responders provide faster and more accurate on-scene support and diagnosis of injured patients.

Safe Triage Pro from Honeywell Intelligent Life Care and UK-based technology firm Safe Patient Systems, is a fully-automated, hand-held triage solution designed by clinicians following the 7/7 attacks in London, enabling fast and effective delivery of patient information to receiving hospitals to improve clinical governance and patient safety. Safe Triage Pro is designed to support the treatment of mass casualties resulting from a major incident or terrorist attack, as well as day-to-day emergency response incidents, including in large stadiums, airports or other high-crowd venues.

The West Midlands Ambulance Service Air Ambulance Unit were the first to use the technology:

Honeywell is also distributing a second "Lite" version aimed at non-medically trained users. Safe Triage Lite integrates the latest communication technology to enable remote medical diagnosis and support to those working in challenging and hard-to-reach air, sea or land locations such as planes, ships, nuclear plants, oil and gas assets or mines. It also contains a comprehensive medical and drugs database, giving non-medically trained users fast access and easy to follow expert medical assistance and guidelines.

The device provides fast remote support could also help to save organisations and health-care providers' money and time by reducing expensive and unnecessary detours, evacuations and emergency call-outs. [H]

The **Sheibel** Camcopter S-100 has successfully proven its maritime capability, this time onboard the new Gowind class OPV (Offshore Patrol Vessel), L Adroit.

The S-100 successfully completed a series of flights and trials onboard the vessel at the beginning of November, under the command and control of the French Navy. The L Adroit is believed to be the first ship ever to be specifically designed to operate Unmanned Vehicles and has been fitted out to operate the S-100.

During four days of operation in the Bay of Biscay, the Camcopter® carried out eleven flights and 89 deck landings using a harpoon developed by Schiebel. As part of the trials, the S-100 used its electro-optical and infrared sensors to identify potential threats such as small boats. It was shown that the UAS significantly increases the capability of the ship and the missions conducted during the trials demonstrated its high potential for surveillance, harbour and coastal patrol, environmental protection, intelligence gathering, drug interdiction, anti-piracy tasks, as well as supporting SAR operations. [S]



Part of the London's Air Ambulance equipment portfolio includes **Versapak's** medical security transport bags, which are used to carry specialist medications on their helicopter and rapid response vehicle missions. The tamper-evident medical bags are protective, insulated, colour-coded and can survive a drop test of 1.2 metres without damage to the contents. Dr. Adam Chesters of London's Air Ambulance states, "The Versapak blue bags carry cold intravenous fluid that when administered may improve survival of a patient who has had emergency treatment to restart their heart. It is critical that this fluid is kept as cold as possible, but that the bag in which it is contained is lightweight and durable. We feel that the Versapak medical products match our needs in this area. The red bags carry a medicine that reverses the blood-thinning effects of Warfarin, which some patients take for heart and lung disease. For these patients a serious head injury can be catastrophic and survival may be improved by timely administration of this medicine at the scene of injury or on the way to hospital. Once again, we chose the easily-recognisable and durable products to maintain our important medications at the correct temperature.

Versapak supplies a comprehensive range of bags and packaging solutions for the medical industry, including pathology and pharmacy transport bags, Human Tissue transport bags, cytotoxic and vaccine carriers, blood-in-transit bags and medical records holdalls. [V]

Cobham's Electronic Flight Instrument System (EFIS) has received FAA Supplemental Type Certificate (STC) amendments for hundreds of aircraft to provide Localiser Precision with Vertical Navigation (LPV) approach capability. LPV approaches are a part of the FAA's NextGen air traffic system and provide precision instrument approaches equivalent to Instrument Landing System (ILS) at thousands of airports across the nation without the need



for expensive ground infrastructure at each airport

The amendments cover both larger-model aircraft noted on the Part 23 Approved Model List (AML) under STC #SA02254AK and the Citation 501 under STC #SA02220AK. Hardware and software required for LPV capability on these aircraft include the following:

A WAAS Beta III GPS receiver

Cobham version 7.0E operating system software

Analog Interface Unit-2, if Cobham's EFIS is driving an analog autopilot system

LPV is a type of approach based on the Wide Area Augmentation System (WAAS), published on RNAV (GPS) approach charts. This procedure takes advantage of the precise vertical and lateral guidance available from WAAS. [C]

AgustaWestland is to open a new AgustaWestland Training Academy (AWTA) in Malaysia during this month [January], expanding the range and number of training courses available for pilots and technicians in the region. The Training Academy will be located at Kuala Lumpur's Subang - Sultan Abdul Aziz Shah Airport and is part of AgustaWestland's continued investment programme in its subsidiary AgustaWestland Malaysia Sdn Bhd. It is also planned that from 2013 an AW139 Full Flight Simulator (FFS) will be available in Malaysia, the first to be located in Asia. Sited in Kuala Lumpur, this new FFS will be a major asset supporting the AWTA in delivering a high standard of training to operators in the region.

AWTA Malaysia will offer a range of courses for the AW109 Power, GrandNew and AW139 helicopters initially and expects to expand this to cover new types such as the AW169 and AW189 in the future. In 2012 over 20 courses will be available including type rating ground courses, general familiarization type training courses and airframe maintenance type training courses. Additionally an AgustaWestland pilot instructor will be available to provide flight transition courses, recurrent training and proficiency checks both at Subang Airport and at customer's own bases. [AW]

Bell Helicopter has received five firm orders with two potential follow-on orders for Bell 412s from PT Dirgantara Indonesia (PTDI) for delivery to government agencies in Indonesia.

The five Bell 412s are expected to be delivered to PTDI by the end of the year. PTDI will then transport them to Bandung, Indonesia, where local content and customer specific mission equipment will be added prior to PTDI making final delivery to end-users.

In 2010, Bell Helicopter announced plans to extend the capability and performance of the Bell 412EP through a series of upgrades which are expected to be available to customers in 2012.

The upgrade program entails a Supplemental Type Certificate (STC) project that is intended to extend the wide range of missions that can be performed by the Bell 412EP consisting of an engine and flight deck upgrade, which will be available in 3-axis and 4-axis options.

The engine upgrade, in partnership with Pratt & Whitney Inc., is designed to provide a 15% engine SHP increase, improved OEI and hot/high performance and introduction of electronic engine control. The upgrade will yield a 10-12% increase in CAT A/PC1 & PC2 performance, increased hot/high capability and provides a path for a future upgrade for increased range and payload.

The flight deck upgrade will provide a modern glass flight deck – reflecting the technology incorporated into the glass flight deck in the new Bell 429 – by utilising hardware common to that aircraft, specifically display units. This will provide commonality in the cockpits of Bell



Helicopter's light twin and medium twin aircraft, simplifying pilot familiarity and maintenance training.

These upgrades are in addition to an earlier Bell 412EP STC for the BLR FastFin™ System. The **FastFin™** upgrade, certified by Transport Canada and the Federal Aviation Administration increases HOGE and HIGE performance limits and expands the lifting capacity of the Bell 412EP, providing more tail rotor reserve authority, improving hover stability, high/hot performance, crosswind capabilities, and payload, while reducing pilot workload and lowering operating costs through fuel savings.

Earlier this year, Bell Helicopter broke ground on a new Maintenance, Repair and Overhaul (MRO) facility in Singapore's **Seletar Aerospace Park** dedicated to customer support and service for the Asia-Pacific region. The new facility, which Bell Helicopter will operate in partnership with Cessna, will replace and augment the existing Bell Helicopter Supply Center and strengthen the company's sales presence in the Asia Pacific region, as well as add parts distribution and maintenance capabilities for Cessna operators in the region. [BHT]

Sikorsky has achieved another significant milestone in its S-76D™ helicopter with the FAA certifying the Pratt & Whitney Canada PW210S engines that will be installed in the new Sikorsky.

The engine certification issued on December 5 signifies that the PW210S engine meets the requirements of Part 21.29 of the FAA regulations. This latest type certification follows the issuance of a Type Certificate E-36 on the engines by Transport Canada on October 14. PWC has completed more than 10,000 hours of testing of the engine in test cells and flight tests.

Sikorsky expects to receive European Aviation Safety Agency (EASA) validation of the Canadian Type Certificate in the coming months and deliveries to customers will commence this year. [PWC]

From January 2 Axsys Technologies, a division of General Dynamics Advanced Information Systems, will be renamed General Dynamics Global Imaging Technologies. Following the acquisition of **Axsys Technologies** in September 2009, this completes the integration of Axsys Technologies into the General Dynamics family. [GD]

We have heard very little from **MD Helicopters** in the past year; any product mentions have either related to the activities of existing operators or disposals. For that reason it is almost refreshing to note that quietly in the background the company has been manufacturing examples of the MD530F to meet a potentially large order from the Afghan military. Flight instructors at Shindand Air Base have completed acceptance flights on the first of six MD 530F Helicopters that will be used to train Afghan pilots.

Although the type still features in company advertising, new MD902 Explorer production appears at a halt leaving the hundred or so flying examples being traded occasionally. It is expected that some examples Calstar were offering for sale in California may be crossing the Atlantic for service in Europe. [PAR]



PRODUCED BY



Eurocopter delivered the first of six EC145s ordered to date by the Kazakh Ministries of Defence and Emergencies. A total of 45 of the helicopters are to be purchased.

The new joint venture, Eurocopter Kazakhstan Engineering which is jointly owned 50/50 with Eurocopter, will be assembling and customizing EC145s at its facilities near the Astana International Airport in Kazakhstan. The company will also enable Eurocopter to provide its customers in Kazakhstan and Central Asia with better local services for helicopter maintenance as well as training for pilots and technicians.

Eurocopter Kazakhstan Engineering is scheduled to deliver the initial six EC145s to the Kazakh Ministry of Defense and the Ministry of Emergencies before the end of the year for search and rescue and medical evacuation missions. The remaining helicopters are to be delivered by the end of 2016.

Eurocopter Kazakhstan Engineering will be pursuing sales activities throughout the region. [EC]

Altus Positioning Systems has introduced a new GPS-based evidence mapping system for law enforcement.

The ikeGPS multi-sensor data acquisition platform combines a GPS receiver, laser rangefinder, 3-D compass and digital camera in a single ruggedized handheld device, providing a fully integrated low-cost solution for capturing geospatial data on scene. The versatile system permits the user to geolocate objects quickly and easily from a single location with the laser rangefinder and compass, using the recorder's GPS coordinates as a reference. The digital camera provides a visual reference for each object captured into the database, and the system can even calculate position coordinates for target items directly from the photographs. [Altus]



©Altus

The service department of the Zurich City Police Department, Zurich Protection & Rescue (Schutz & Rettung Zürich – SRZ), in partnership with Intergraph®, has completed the first milestone in consolidating its two command-and-control centers – ELZ Zurich and ELZ Airport – into one joint Prime Centre. The new control centre at Zurich Airport will contain 17 I/ Dispatcher workstations, which can be supplemented in emergency situations by 14 I/ Calltaker emergency workstations. The other existing ELZ Zurich control, which is already equipped with Intergraph software, will operate as a redundant alternate control centre when the new command-and-control is complete.

Intergraph is leading the project, partnering with Frequentis (radio system) and AVS (imaging system). Consolidation began in May 2011, with the first phase completed in September 2011.

The new command and control is scheduled to be fully operational in November 2012, and will perform all the functions previously performed at the two separate centres.

London Oxford Airport continued to see its business aviation traffic grow throughout 2011. The airport now supports around 6,000 business aircraft movements a year (15% of Oxford's overall aviation activity). As 2011 closed, growth was up 12.2% compared with last year. This increase ranks Oxford fifth in the UK for business aviation activity at civil airports, ahead of London Stansted Airport.

The operator has reported the following developments among its existing tenants:

Eurocopter UK Ltd, as part of Oxfordshire's high-tech economy, continued to expand



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through innovation. On top of the expansion of services to more than 60 helicopters across the British Isles, the company further expanded its design, customisation and retrofit of civil and military helicopter platforms, providing indispensable hi-tech solutions for the country's police, rescue, emergency medical services and energy operators as well as the armed forces.

AirMed, the country's leading medevac and repatriation specialist, saw a massive increase in the popularity of its two Learjets, the only dedicated medevac jets on the UK register. AirMed introduced a new neo-natal specialist capability which is now in demand around the globe.

Oasis Flight doubled its fleet size with the addition of King Air models and now undertakes significant organ transplant missions benefiting from Oxford's 24-hour permitted access for medevac and emergency operations. [LOA]

AIR ACCIDENTS & INCIDENTS

17 November 2011 Bell 230 N880SF Air ambulance of OSF Life Flight Peoria, Illinois. While landing at the 8th floor Memorial Medical Center helipad in Springfield, Illinois, the aircraft suddenly dropped to the left as power was reduced, unexpectedly striking its left side sponson/wing on the helipad and spun approximately 90 degrees. The pilot was able to stop the aircraft and performed an immediate shut down. It was discovered that the left rear landing gear had broken through a grate on the helipad and sank 3 feet into a drainage hole, thereby causing the aircraft to suddenly drop. Damage confined to sponson and landing gear, no injuries. Aircraft removed by crane. [Concern]

30 November 2011 Eurocopter AS350BA Squirrel ZK-IMB. Salt Air helicopter operating on fire fighting contract. Aircraft went missing during fire fighting operations. Located some hours later in 7m of water. Bodies of pilot John "Prickles" de Ridder and passenger William MacRae from Dept of Conservation were recovered. [Media]

3 December 2011 Agusta A109E Power N146CF. Air ambulance of Careflight. When responding to a scene in Southlake, Texas on a "traumatic injury" the helicopter experience a main rotor strike on a small sign. The damage was reported as substantial. [MC/Media/FAA]

8 December 2011 Bell OH-58 N911GV. Gainesville Police Dept., Florida. Pilot Richard Bran put the helicopter down behind Butler Plaza in Alachua after an unstated problem [Helihub/Media]

14 December 2011 Eurocopter BK117 VH-VSA. Air ambulance operated by Australian Helicopters. Undertook an emergency single engine landing on grass after chip light illuminated at Port Pirie, South Australia. It had been on its way to collect a patient. [Helihub/Media]

23 December 2011 Helicopter. Iranian police. **An Iranian news agency reported that the pilot and co-pilot of a police helicopter were killed in a crash in southeast Iran.** Fars agency says the helicopter crashed after it hit a telecommunications tower whilst en-route to the city of Khash in Sistan-Baluchistan province and 1,240 kilometers (768 miles) southeast of the Iranian capital Tehran. A later report gave the death toll as three people on board. [Fars]

24 December 2011 Helicopter VH-. Air ambulance of Ambulance Service of New South Wales, Australia. Mr Mick Wilson, 41 a winchman was killed after the line was cut to save the airframe at Carrington Falls in the Southern Highlands. He had been lowered from the

helicopter to rescue two men, in their 30s, who had declared they were in trouble while canyoning. After the two men had been rescued the helicopter had become at risk during the operation, Wilson was injured before the winch line was cut and he fell on to rocks below. [Media]

26 December 2011 Bell 206B N95SK. Air ambulance leased from SK Logistics operating an organ retrieval medical mission carrying three people crashed on a flight from Jacksonville, Florida to Shands at University of Florida in Gainesville. The helicopter went down about 12 miles northeast of Palatka, a town about 40 miles east of Gainesville and about 45 miles south of Jacksonville. The helicopter was flying for the Mayo Clinic and was owned by SK Jets, St Augustine. All three aboard, heart surgeon Dr. Luis Bonilla, procurement technician David Hines and the pilot, whose name wasn't released died. The National Weather Service in Jacksonville reported that there was light fog with overcast conditions in the area but no rain. [Media]

PEOPLE



One of the first members of the Airborne Law Enforcement Association I met, and a contemporary by age died last year.

Charles D. "Chuck" Perriguet Jr. died July 16, 2011 at Cottage Hospital in Santa Barbara, California at the age of 66 but was only buried more recently, months later, in Arlington Cemetery.

Chuck was born in Glendale in 1945, served in the US Marine Corps from 1965 and was trained as a Marine helicopter pilot. He flew a range of fixed wing and helicopters in Vietnam winning the Silver Star, Purple Heart and 27 Air Medals for his actions. He retired from active duty in 1971 but continued to serve in the Reserves, eventually reaching the rank of Lt. Colonel.

Chuck joined the Los Angeles Police Department (LAPD) in 1972, beginning a career that would span some 30 years – 25 of which as a line pilot, division safety coordinator and special projects coordinator in the Air Support Division. He retired from the LAPD as a Senior Command Pilot.

Chuck joined the ALEA in 1975, and served the association for 25 years. He was elected to Secretary of the ALEA Board of Directors in the late-1980s, and was ALEA President for six years. He was President when I

joined ALEA and signed the membership certificate that still hangs on my office wall.

A busy man, he served on HAI's Government Service Committee from 1995-2010, the HAI Board of Directors and was awarded HAI's Salute to Excellence MD Helicopters Law Enforcement Award with Daren G. Blount and was awarded the LAPD Medal of Valor and the ALEA Capt. "Gus" Crawford Memorial Air Crew of the Year Award for his skilful air support operation over a bank robbery on February 27, 1997 while subject to ground fire.

One of his many passions was to extend the membership of ALEA globally and to this end he spoke at the Shephard Police Aviation Conference during his tenure as President and actively worked to embrace the world airborne law enforcement community. Unfortunately he was not to see an appreciable growth in the global membership in his lifetime.



Although **Terry Burnall** left about a year ago Bell Helicopter only replaced him as their Managing Director for the European and Russian Markets in August last year. Early last month he was in London with Larry Roberts senior vice president of Bell Helicopter's Commercial Business getting to know some of the journalists in town.

The new man in post is Frenchman **Patrick Moulay** formerly with Eurocopter and therefore with a wide breadth of experience in helicopters and in the industry. Moulay was previously vice president for marketing and sales for the Southeast Asia Region at Eurocopter. Vice President Sales and Marketing at Eurocopter South East Asia

Mr Moulay joined EADS in 1997 as Commercial Director in Australian Aerospace, Eurocopter subsidiary in Australia, Sydney. He was responsible for Commercial Helicopter Sales in Australia and New Zealand. In 2000, he moved to Helisim, as the Commercial Director in charge of the development of simulator training activities worldwide.

He joined Eurocopter South East Asia (ESEA) in 2004. Spearheading the sales and after-sales team and responsible for the development of Civil and Parapublic market for the South East Asia region. Over 6 years he secured exponential increase in revenue for the company. In 2009, the growth in turnover was almost 50%. He has also made significant breakthrough into Indonesia, Vietnam and Thailand for governmental and oil & gas market.

Unlike Terry, Patrick will be based in Prague rather than London and it can be expected that the London facility near Gatwick Airport will be cut back. The Prague office is to be both his base and the centre of operations as far as preparing the green airframes for the European market.

The Bell team remain upbeat on the 429 and even the two programmes that 'got away' – the now AW139 and AW609 – in both cases Bell is picking up contractor work and royalties so neither is a total loss to the company with far less commercial risk involved.

The bad news is that the order for Bell 429 helicopters Bell expected from Bond Air Services Limited [BASL] in Staverton, UK has finally foundered. The order was always dependent upon the 429 meeting specific weight and performance criteria and BASL appear to have now decided that it will not meet those numbers in sufficient time for them to confirm the orders. The recent order for Eurocopter EC145T2s confirmed that.



Police MD500E MSP-012 in Tobias Bolanos, Costa Rica in late November 2011. Image by John Dyer AB.

FEATURE VISIT TO:



Patrick Moulay, now the managing director in Europe and Russia for Bell Helicopter's Commercial Business, served more than seven years in South East Asia as the Vice President of Customer Relations for Eurocopter spearheading the new and aftermarket sales for the region and doing some of the groundwork for the new facility that Eurocopter South East Asia has occupied since the start of 2011. PAN took an opportunity to see the new facility in early December 2011 and to meet up with the current President of ESEA Dr. Bernard Brenner.

Dr. Brenner joined EADS in 1993 and Eurocopter in 1999. Prior to joining Eurocopter South East Asia (ESEA) in January 2009 and taking up the major development work he had been the Managing Director of Eurocopter Chile S.A.

New Development

At the Paris Air Show 2009 Eurocopter announced that it was moving its South East Asian base from Loyang Way to new premises at the Seletar Aerospace Park the following year. It planned to spend about SING\$10.1M [€6M/US\$7.7] for the infrastructure at the new premises.

The company said that by moving into Seletar, it could have better communication with the customers in the region and will also allow its office space to increase by 25%. At that time the company did not foresee the ongoing economic slump affecting its performance in Seletar and it therefore represented an excellent investment in the future.

The helicopter maker had about 200 employees in Singapore at the time with 95% being local Singaporeans.

Open for business

One year ago the company held an official opening ceremony for its smart new 8,200-square metre Singapore facility, a key element for the growth strategy of this Eurocopter regional affiliate in the dynamic South East Asia helicopter marketplace that has not disappointed in terms of beating the worldwide downturn in business.

The location, 110 Seletar Aerospace View, Singapore 797562, is on the edge of runway 03/21 of Seletar Airport located in the northeastern part of Singapore's main island, and the oldest aerodrome in operation in the country. Completed in 1929, it was purpose-built for the British Royal Air Force (RAF) and was RAF's first airbase in the Far East. When it was opened to commercial aircraft in 1930, it also became Singapore's first international civil

airport. It is no longer a military airbase but it still serves as a commercial airport operated by the Civil Aviation Authority of Singapore mainly supporting freight and business flights.

The location of the facility provides direct access to airside on one of Singapore's 'other' airfield's and yet still close enough to the current International gateway airport, Changi, for visitors flying into the country to access the site with ease. The location is clearly popular as another of its near neighbours at the former Loyang Way location, Bell Helicopter, has just started work on a neighbouring plot to join them there.

As well as providing a 25% increase in office space the facility doubles hangar capacity to 24 helicopters in support ESEA's expansion in training services; maintenance, repair and overhaul (MRO) capabilities; research and development; and design resources. In accord with plans set up in 2010 the facility is to add the first Full Flight Simulator (FFS) for the Dauphin AS365 N3 in Southeast Asia this year. The simulator is being developed and built in partnership with Thales and is structurally complete within the facility for the intended commencement of training operations in 2nd quarter 2012.

Designed to meet operators' current and future expectations, this new simulator features a 6-axis motion system, an original equipment manufacturer (OEM) helicopter data pack, an advanced reconfigurable cockpit concept and the latest avionics equipment technologies (MFD255 and APM2010). Cockpit reconfiguration for different missions is also possible within just 4 hours.

The simulator will meet both JAR FSTD dual qualifications of FFS Level B and FTD Level 3 and FAR Part 60 Level 6 standards. It will allow operators to perform training from ab initio to advanced mission training through type rating and recurrent courses which cover emergency procedures, instrument flight rules (IFR), offshore and search and rescue (SAR) operations, night flight (night vision goggles), flights over mountainous regions and low altitude navigation.

Area of responsibility

ESEA is the Regional Headquarters of Eurocopter but its area of responsibility is not simply a circle drawn on a map. Its nearest neighbour is Malaysia but it cedes all sales in that area to Eurocopter Malaysia based in Kuala Lumpur.

The 14 territories include Bangladesh, Bhutan, Brunei, Cambodia, Indonesia, Laos, Nepal, Philippines, Singapore, Sri Lanka, Taiwan, Thailand Timor-Leste and Vietnam.

Within these countries, Eurocopter's presence is en-



Above: The new facility is not all about airframes—it has allowed the inclusion of this water feature that overlooks traditional neighbouring properties.



Above: One of the AS350 helicopters being prepared for a yet to be announced Philippine customer.

Below: EC130B4 awaits final marks and delivery against a busy backdrop.



hanced with subsidiaries located in Indonesia, Jakarta (*PT. Eurocopter Indonesia*) and Philippines, Manila (*Eurocopter Philippines, Inc.*).

In 2009, ESEA has also set up branch offices in Thailand (Bangkok) and Taiwan (Kaohsiung) to be of closer proximity to the local customers.

Business continues to be brisk for ESEA; although the hangar is nowhere near its capacity of 24 airframes at the time of PAN's visit there were nine helicopters present in various states of preparedness for customers.

One of the more promising recent contracts has been the one with Vinacopter for the purchase of four helicopters to service its first ever helicopter dealership in Vietnam. The purpose is to assist private owners and commercial operators in the operation of Eurocopter helicopters in Vietnam and neighbouring countries. The fleet for them includes one AS355NP light twin, two single engine AS350B3 aircraft and one twin engine EC145. These are commercial rather than public use but clearly indicate a potential growth market for ESEA.

Of this contract Dr. Brenner said, *"Vietnam is a very important growth market for us in Asia. We believe that there are tremendous opportunities in Vietnam, where our product range perfectly matches the requirements for civil missions. We are proud that Vinacopter has chosen to build its fleet using Eurocopter aircraft and we know that our helicopters will deliver the reliable and efficient performance needed for Vinacopter's success."*

The airframes in the hangar at the time of the visit included examples of the AS350B3e destined for an unnamed Philippine customer, and a dark blue EC130B4 on the point of delivery to another yet to be announced customer. All still carried French delivery marks.

Gate Guardian

When the new facility was launched last year a helicopter was temporarily placed near the entrance to the building as a 'gate guardian' – this was more for photographic effect than anything and no airframe is currently placed there. Now plans are underway to place a permanent airframe at the front of the building and to this end a time expired former German military BO105 is being prepared for the role. The Bolkow carries the tail boom of 80+73 but it is likely to be a composite from a number of airframes. It is tucked away in one corner of the hangar to be worked on when time permits. When it appears in its final position later this year it will be painted in Singaporean National colours of red and white.

www.eurocoptersea.com.sg

Air Show 2012

The next major event ESEA are looking forward to is the Singapore Airshow scheduled for 14-19 February. Although this is a major event an unfortunate clash of dates means that this year's Heli-Expo is going to make it particularly difficult for important figures to attend both the US event and attend Singapore. Although the event in Dallas runs from 12-14 February the inexorable advance of the International dateline is going to mean that it is impossible for those attending to get to Singapore on a Trade Day. Even leaving within hours of the start of Heli-Expo makes the journey almost pointless as most high level business is transacted on the first two days of a major show. This unfortunate state of affairs has also been trying the patience of other manufacturers including Bell Helicopter so it is not a uniquely Eurocopter problem.

Singapore Airshow features a series of high-level conferences dedicated to leading players in the global aviation industry - the Singapore Airshow Aviation Leadership Summit (ALS), the Asia-Pacific Security Conference, Unmanned Systems Conference and the Land Defence Conference so it looks as if some awkward choices are going to have to be made.

www.singaporeairshow.com



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UPCOMING EVENTS

HAI HELI-EXPO 2012 and associated events

February 7-14 2012. Dallas, Texas.

Goodrich are inviting attendees to the upcoming HAI Heli-Expo in Dallas to also call in on the Goodrich Hoist & Winch 2012 Users Conference, to be held February 9th and 10th in Dallas, Texas. Registration is available on the company website (www.hoistandwinch.com) beginning January 1st, 2012.

Also running in the pre-Heli-Expo period is the Honeywell Helicopter Operators Conference. The date for this is February 10th and 11th and it is Dallas again.

The event will begin with a welcome reception on Friday evening, February 10th. Plan to attend and reconnect with friends, clients and colleagues.

The Conference will be held on Saturday February 11th at the Hyatt Regency Hotel, which is conveniently located near the Heli-Expo. During the conference, Honeywell will provide an overview of the Commercial and Military Helicopter business and information on the latest product upgrades, strategies and support offerings. Product Experts and Business Leaders will conduct presentations and host roundtable discussions.

The main Heli-Expo Event is scheduled for February 12th – 14th in Dallas, Texas so if you are in town early visit the Honeywell Helicopter Operators Conference website to obtain further details and register for the event.

Information about HAI and local area hotels can be obtained at: www.heliexpo.com Please complete the registration process on the Honeywell Helicopter Operators Conference Registration website by January 23, 2012: www.seeuthere.com/HOC2012



28 June – 1 July 2012 Goodwood Festival of Speed and Festival of Speed Aviation Exhibition. Red Box International entered into a formal agreement with the Goodwood Festival of Speed to promote and grow the Goodwood Festival of Speed Aviation Exhibition. This event will again take place alongside the Festival of Speed and will be held adjacent to the Festival of Speed site. The parallels between motorsport and aviation have long been drawn and we see this as an exciting opportunity to bring the two together in the incredible surroundings of the Goodwood Estate. The Goodwood Festival of Speed Aviation Exhibition will offer the aviation industry the opportunity to come together at a first rate event that will attract existing customers whilst also creating the opportunity to demonstrate the best in aviation to a huge new audience, many of whom are not yet involved in aviation. The organizers are stating on their website that 'Due to customer demand' this popular attraction at the Festival of Speed will be located at the main festival site this year and is open to all Festival and Moving Motor Show visitors.

This will cover the glaring lack of visitors in 2011. Many simply could not see the point in leaving the central motor sport attractions for the short transit to the airfield even though free limo rides were on offer.

The Aviation Exhibition will enable pilots, buyers and enthusiasts to see and even experience the latest aviation models, innovations and technical developments in a stunning setting and relaxed environment. Prospective buyers can also experience demonstration flights available from leading manufacturers.

<http://www.goodwood.co.uk/festival-of-speed/aviation-exhibition/aviation-exhibition.aspx>

www.policeaviationnews.com



DIARY

- 10-12 January 2012 ALEA Southeast Region Safety Seminar, Savannah, Georgia, USA. Hosted by Savannah Chatham Metro PD. Hyatt Regency, Bay Street, Savannah. Contact Kevin VisLocky +1 820 922 4189 kvislocky@alea.org www.alea.org
- 25-26 January 2012 Aerial Firefighting, Sacramento, USA. Includes live aircraft and technology demonstrations. www.tangentlink.com
- 30th-31st January 2012 SMI's Border Security Asia conference Singapore. Grand Copthorne 15-17 January 2012, Intersec 2012. Dubai International Convention & Exhibition Centre, Dubai, UAE. www.intersecexpo.com
- 19-21 January 2012 Bahrain International Air Show. *Airshow organisers Civil Aviation Affairs (CAA) for the Kingdom of Bahrain. This follows on from the success of the launch show in 2010.* Press information about the Bahrain International Airshow is issued by Farnborough International Limited (FIL). danielle.jackson@farnborough.com



From the Peru National Police fleet PNP-508, a long serving Mil Mi-17/8. One of a number of South American police images submitted by John Dyer of AB.



And finally ... A headline in another publication announced in all seriousness that the **'AW101 wins 2011 Cormorant Trophy'**

Can anybody tell me when the AW101 Cormorant did not win the **Cormorant Trophy**?